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The China Mail.

ESTABLISHED 1845

AGENTS

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No. 15,999. 第一千九百四十一號 HONGKONG, FRIDAY, AUGUST 14, 1914. 中華民國三年八月十四日 星期五 PRICE, $3.00 per month.

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A. S. WATSON & Co., Ld
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BRIDE OF DANGER.

World's Greatest Woman Athlete.

AN ALL-ROUND RECORD.

The "Admirable Crichton" of her sex is Mlle. Marie Marvingt, whom the French people call "The Bride of Danger," and whom they claim to be the greatest lady athlete in the world. Swimming, cycling, mountain climbing, ballooning, flying, riding, gymnastics, athletics, fencing,—in all these Mlle. Marvingt excels. She is a woman whose record is almost incredible.

In 1907, at the International Shooting Competition, she carried off the first prize at a range of 200 metres, and three years ago, on March 15, 1910, the Academy of Sport honoured her by decreeing her, as a singular and most exceptional mark of esteem, the large Gold Medal for distinguished skill.

Mlle. Marvingt, who lives at Nancy, seems to have inherited her love of sport from her father, for she has told how, when quite a little girl, she was his constant companion when he was making mountain climbs or excursions into the country. Since then, says The Strand Magazine, there is hardly a mountain peak whereon Mlle. Marvingt has not planted her conquering alpenstock—the Giant's Tooth, Monte Rosa, the Shark's Tooth, the Red Needles, the Wetterhorn, the Monk's Needle, the Theul, the Jungfrau, and many others. Some of these ascents, which dismay the most experienced mountaineers, have taken seventeen hours to accomplish. She is the only woman who has climbed in a single day the Grands Charmoz and the Grepon Pass with the guides of the Payot family of Chamonix.

WONDERFUL AQUATIC FEATS.

Swimming, however, was the sport which first appealed to Mlle. Marvingt, and in 1907 in the ten miles' swimming races in Paris, she was able to beat the record made by Miss Annette Kellerman, at her first trial, of 5 hours 10 min., for she covered the distance in 4 hours 8 min. Mlle. Marvingt thinks nothing of a twelve or fourteen mile swim.

In 1905 she carried off the first prize for sculling in a standing position, and was the first Frenchwoman to ride the old-fashioned high bicycle. "But on the newer form of safety bicycle," she says, "I have some small trips to my credit."

Amongst Mlle. Marvingt's "small trips" we may count those from Nancy to Milan, from Nancy to Toulouse, and from Nancy to Bordeaux, and in 1908 the tour of France, a terrible task for even the most expert cyclists covering more than one thousand miles at an average of over a hundred miles per day.

WINTER SPORTS.

When winter comes and the motor-car and bicycle have to be put away in the garage, and the canoe and skiff stored away in the boathouse, Mlle. Marvingt looks over her skates and skis and sets off for Switzerland. The celebrated Swedish professor, Rurban Hansen, looks on her as one of his best pupils. For three years running—at Chamonix in 1908, at Geradmer in 1909, at the Ballon d'Alsace in 1910—Mlle. Marvingt carried off the first prize for ski-running, sleighing, and skating. On January 26th of the same year at Chamonix she added to her trophies the first ladies' international cob-leigh championship, the Leon Aucher Cup. Finally, she was the first woman to ascend the Buet, Balme, and Vozn heights on skis.

It was after a balloon flight that Mlle. Marvingt decided to become an airwoman, and obtain the pilot's certificate from the Aero Club of the East and from the Aero Club of France.

IN THE AIR.

"I had the great pleasure," she says, "of carrying off the first prize in the long-distance competition at the Aero Club of the East by going from Nancy to Neuf-Chateau in two hours in fifteen hours. In the same year, in the competition for the first prize of the Aero Club, I went from Paris to Rambouillet. From Nancy I went in my ball on to Karlsruhe and the long trip to London. In spite of my affection for the monoplane, I have not quite deserted the balloon, for during the year 1912 I went up fourteen times, including a trip from Paris to Brussels and from Paris to Blaise-Tour."

Great as is the devotion to sport of this remarkable daughter of our time, it is by no means the only distinction with which Nature has dowered her. She has studied medicine and has singing and elocution. She speaks four languages, writes, carves in marble or bronze, and is a capable actress.

Mlle. Marvingt's latest project is to render practical assistance to the Red Cross in war-time. For a long time she has been a trained and certificated nurse, and has but upon the novel idea of placing an aeroplane at the service of wounded soldiers. She considers that a flying machine would be of great assistance in finding wounded men on the battlefield, giving information to doctors, and bringing supplies to ambulance stations.

BUSINESS NOTICES.

The Nestle and Anglo-Swiss Condensed Milk Company advise that the following Stores have agreed not to sell "Milkmaid" Sweetened Condensed Milk (Blue Label) at more than 30 cents per tin:—

Messrs:—

Lane, Crawford & Co.	French Store
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Kwong Fook Cheong	Wai Loong
Kwong Hip Shing	Sang Tai
Ah Young & Co.	Kwan Tai
Nam Hing Loong.	Wo Fat
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THERE IS PLENTY OF STOCK IN HONGKONG AND NO SHOP COMPLYING WITH THE ABOVE TERMS NEED BE OUT OF STOCK.

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG
FRIDAY, 14th AUG ST.	
8 A.M. 'HEUNGSHAN.'	8 A.M. 'HONAM.'
5 P.M. 'KINSHAN.'	5 P.M. 'FATSHAN.'
SATURDAY, 15th AUGUST.	
8 A.M. 'HONAM.'	8 A.M. 'HEUNGSHAN.'
5 P.M. 'HEUNGSHAN.'	5 P.M. 'KINSHAN.'

Single Fare by Night Steamer ..... $ 6.00
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night Steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' | S.S. 'TAISHAN'

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
Sundays, at 8 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO
SUNDAY, 16TH AUGUST.

The Company's Steamship "TAISHAN."

will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M. and return from Macao at 2 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'HOISANG.'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'SAINAM,' 568 Tons, and S.S. 'NANNING,' 569 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the Hongkong or vice versa by the Company's direct Steamers 'LINTAN' and 'SANUI.' These vessels have superior Cabin accommodation and are lighted throughout by electricity.—Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

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IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515.

Hongkong, September 4, 1913.

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"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

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NEW SHIPMENT

Government guaranteed 1st Grade Butter. Packed specially in Australia for us. Absolutely Best Imported. None Better quality made. 75 cents per lb.

FOR THE BEST OF EVERYTHING PROCURABLE IN ANY [illegible] CLASS RESTUARANT IN THE EAST TRY, THE

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THE above hotel will be opened on 1st. August, 1914, under new ownership and European Management. The old place has been renovated and newly furnished and is now up to date in every respect. Large and airy bedrooms. Hot and cold baths throughout. Electric lights and fans. Large and comfortable dining-room facing the sea. Private and Public Bars. Billiard Room. Cuisine excellent under experienced supervision. Sanitary arrangements of the latest. Terms moderate. For further information

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F. REICHMANN, Proprietor.

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Estimates furnished on application.

WONG PING WA, Manager.
Hongkong, April 1, 1911.

THE CARLTON HOTEL

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Self-Contained Suits of Apartments with Private Bath-rooms attached, Luxuriously Furnished Lounge, Drawing, Reading and Writing Rooms.
PERFECT SANITATION.
Under Personal Management of
O. E. OWEN, Proprietor.

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"NESTOR"
Sanitary Fluid.
A
Reliable Disinfectant.

Two tablespoonsful to a gallon of water for washing floors, &c., is most useful for the Destruction of Fleas.

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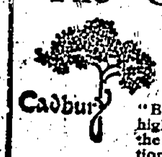
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HIGHEST GRADE BRITISH MADE

"BOURNVILLE COCOA represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation in food value and delicacy of flavour, and is second to none in any respect whatsoever."
Medical Magazine, March, 1912

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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, *General Manager*,

Hongkong, August 12, 1908. 179

BAZAAR IN AID OF FLOOD RELIEF FUND.

THE COMMITTEE SOLICIT THE AID OF THE PUBLIC, AND WILL BE PLEASED TO RECEIVE GIFTS OF ARTICLES OF ANY DESCRIPTION FOR THE ABOVE.

LAU CHU PAK,
CHAIRMAN.
CHINESE CHAMBER OF COMMERCE,
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340

THOS COOK & SON.

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TOURS arranged to ALL PARTS of the World.
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SUMMER EXCURSION TICKETS to Japan by all Lines.

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ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS MENUS, DANCE AND ENTERTAINMENT PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECTUSES, WINE LISTS, ETC., ETC., ETC.

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THE CHINA MAIL OFFICE
5, *Wyndham Street.*

European Supervision Moderate Price

A Natural Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out.

Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations, or biliousness with its aches and pains, is the result.

ENO'S FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhœa by removing the irritating cause.

Be prepared for emergencies by always keeping a bottle in the house.

Prepared only by
A. D. ENO, Ltd., "FRUIT SALT" WORKS, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

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(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, YOSHINOTANI, KISHIDAKE, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA Collieries.

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GLASGOW: Messrs A. R. Brown, McFarlane & Co., Ltd.

For particulars, apply to
K. KATO,
Manager,
No. 2 Pedder Street,
Hongkong.

316

PEAK CLUB.

THE BAND will play as usual in the grounds on SATURDAY Night next 15th Instant. If wet a selection of music will be performed in the Ball Room.

ENTERTAINMENT COMMITTEE.

Hongkong, August 12, 1914. 922

S.S. "TINGSANG" (WRECKED).

SHIPPERS and Underwriters interested in the Cargo of this Steamer are requested to communicate with the Undersigned within three months from date.

GILMAN & Co,
Lloyd's Agents.

Hongkong, June 23, 1914. 750

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF FIFTY CENTS per Share for the Six Months ending 30th June, 1914 will be PAYABLE on FRIDAY, 14TH AUGUST, 1914, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, 4TH AUGUST to FRIDAY, 14TH AUGUST (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Acting Secretary.

Hongkong, July 28, 1914. 877

WATKINS, LIMITED.
(IN VOLUNTARY LIQUIDATION).

LOST SCRIP.

NOTICE IS HEREBY GIVEN that the following Shares in the above Company are alleged to have been LOST:—

Certificate for 50 Shares Nos. 401/450 inclusive in the name of
JAMES BACKHOUSE.

Application has been made to the Undersigned for the Payment of the sum of $212.50 (Dollars Two Hundred and Twelve and Cents Fifty) in respect of the First and Final Dividend at the Rate of $4.25 (Dollars Four and Cents Twenty-Five) per Share declared on the 31st July, 1913, on the above-mentioned Shares, and should no objection be lodged with the Undersigned within one month from date hereof, the application will be complied with.

F. CARPMAEL,
Official Receiver.

Hongkong, July 22, 1914. 854

DAIRY FARM NEWS.

NOTHING CAN EXCEL OUR DAISY BRAND TABLE BUTTER

It is pure, delicious and positively the best brand

On the market

Insist on getting the genuine article.

66

THE ALEXANDRA CAFE Cannot be Beaten. If Equalled, Ever Proud Cakes, Confectionery Meals with Wines & Liqueurs.



WHICH IS THE BEST GAME?

ADVANTAGES OF GOLF, TENNIS, AND BOXING.

The answer to this question is, writes E. H. D. Sewell, in the Evening Standard—It depends mainly upon which game the man played regularly as a youngster.

Since compilers of dictionaries got muddled and wrote: "Game—see Pastime," "Pastime—see Game," others have followed suit, I observe that one writer includes boxing among games, and, even more surprising, gives the splendid sport, or recreation, pride of place among games. A game boxing never was, nor ever will be, but let that pass. A pastime, a sport—yes, but not a game.

There will never be a unanimous reply to the query, "Which is the best game?" for the reason I have given. The man does what the boy did. Thus, the loafer or the perverter of truth at school is in after life a no'er-do-well and a liar, unless by chance he is caught soon after leaving school and trained to some game during his non-business hours, if such a miserable ever has a business.

To tell the truth, there is no best game; only, some are very much better than others, in that all-important condition, the doing of good to the greatest number. That is why I say that boxing can never be a game, and, therefore, it can never be No. 1, while cricket and Rugby football—which come nearest to the condition laid down—exist.

GOLF AND LAWN TENNIS DEVOTEES.

Because just now there happens to be something of a craze for that excellent and most exacting game, Lawn Tennis (if properly played), is held, by some, to be a good reason for them to crab cricket, and to talk nonsense about cricket's probable death from inanition, because of the departure of so many to the courts.

Precisely the same ignorant and useless argument was advanced when the Demon of Golf got his grip on the aged and obese, or the indolent young, some among whom were either too old or unwieldy or too lazy and unintelligent to master the very real difficulties of such a difficult and highly scientific game as cricket. But in spite of all the outcry then made, cricket remains—and will remain to the end of time, and was never more flourishing. Cricketers know that they have nothing serious to fear even from the attractions of two such capital games as lawn tennis and golf, and are quite content to proceed on their own way, dull though that may seem to the modern speed-maniac who hasn't the slightest idea what cricket really means.

In his recent placings in order of merit of various games, Mr. S. Black draws one curious deduction about cricket. This game has "caught on" (as if it was some silly novelty like ping-pong, forsooth!) nowhere save in England, says he, because it is too slow, too dull, etc., etc. It needs speeding up, and so on.

WHY CRICKET IS NOT UNIVERSAL.

If Mr. Black really understood cricket, he would know that real cricket can only best be played on turf. There is no turf in the world to equal English turf, and in most other countries there is no turf at all! In spite of this handicap, the game is immensely popular in Australia, South Africa, India, and the West Indies.

I might just as well throw it in the teeth of boxing that it has not "caught on" with the Esquimaux—there being, so far as I am aware, no boxing gloves purchasable north of the Shetlands.

If there was good turf everywhere, there would be more cricket in the world even than there is to-day. In spite of the same drawback, Rugby football has its numerous votaries out of England, for here, too, is a game requiring real turf.

It is also held as a point against cricket—to crab which as often as possible, because it isn't like professional Association football, seems to be the pet theme of some people—that only two players are in action, the bowler and the batsman, at the same time. What may I inquire, are the wicket-keeper, short-slip, long-off, cover, etc., etc., up to the second batsman supposed to be doing? Stargazing or reckoning how much income-tax they can avoid paying?

And, if only two men are in action at once in cricket, how does boxing score over cricket on this point?

PREPARATION FOR LIFE.

Like most men who have enjoyed a happy athletic life, I suppose I have dabbled in most games, from cricket down to soccer, passing Rugby football, boxing, rounders, golf, badminton (a jolly good game this, not nearly enough played), and lawn tennis on the way. It may surprise any who have had the misfortune to see me trying to play cricket to know that my first success was won on the turf, my b. g. Ruttair (not by Spearmint—Pretty Polly, but by a tonga-pony out of a bazaar-nut), owner up, having won a six furlong scurry at a Sky meeting in the Berum. But this "game" did not catch on with me, and I am afraid I cannot give it first place in any table of precedence where sport is concerned.

The best game for boys. There is no doubt about it. It is cricket. Nothing can alter this. The very fact that after much mental and physical preparation for a big match a youngster who is not a bowler is out first ball is a splendid thing for the numerous disappointments of life that are sure to follow his school-days. So is the bitterness when a rival is given his colours for the last place in the eleven.

GERMANY AND TSINGTAU.

In Germany recently a lively controversy was proceeding as to the advisability or otherwise of fortifying Tsingtau. A vigorous advocate of the policy for fortification is General von Bernardi, the well-known military author who goes so far as to say in an article in *Die Post* that Tsingtau is a place of such importance that Germany's position among the nations depends upon her possession of it. It is the only firm foothold of her foreign development, he says, and should be made into a strong naval base regardless of financial and other considerations. In fact, the General's great ambition apparently is to see Tsingtau become a kind of German Gibraltar in the East. Count Ravenstow, on the other hand, an experienced and able politician, writes to the Press against any such fortification in Kiauchau being thought of. Such a scheme, he estimates would cost over £20,000,000, and the money might be better spent on the army and navy generally, than on any particular base. "The stronger we are in Europe, the stronger shall we become in Asia" is his view. The Socialist paper *Vorwaerts* asks simply, "Of what use is Kiauchau to Germany at all?" As far as Germany's world position goes, this journal contends, contrary to the opinion expressed by General von Bernardi, it stands for nothing—even less than nothing. This "place in the sun" in China has cost millions, the article goes on to say, and up to the present Germany has had nothing in return.

COUGHING INTO CONSUMPTION

"Only a Cough" but you stop it while it is ONLY a cough.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

The finest preparation made for combating severe coughs. CURES any cough that is only a cough. Very palatable.

OF ALL CHEMISTS

PRICES $1.25 and $2.25.

INTIMATIONS

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE OF ORDINARY AND EXTRAORDINARY MEETINGS.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 22nd day of August, 1914, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1914, and for the confirmation of the election of Directors.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th August, to SATURDAY, the 22nd August, 1914 (both days inclusive), during which period no transfer of Shares can be registered.

AND NOTICE is hereby also given that at the same place and on the same day at noon or so soon afterwards as the Ordinary Half-Yearly Meeting shall be concluded an Extraordinary Meeting of the Shareholders in this Corporation will be held when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

(1) That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary to apply for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong supplemental to THE HONGKONG AND SHANGHAI BANK ORDINANCE 1866, and the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendment of Section 20 of THE HONGKONG AND SHANGHAI BANK ORDINANCE 1866, hereafter set out with such modifications (if any) as they may think fit and to accept such Ordinance if and when enacted.

The following is the amendment above referred to:—The deletion from Section 20 of the said Ordinance of the words, "To take and accept any lands, houses, "or other real or personal property in "satisfaction, liquidation, or payment of "any debt absolutely and *bond fide* previously due and owing to the Company, "and also to take any Mortgage or other "lien or charge on real or personal property as a security for any monies "actually and *bond fide* previously due "to the Company or for which any person "may have rendered himself liable to the "Company, and to hold such lands, houses "and other real and personal property "respectively for such reasonable time as "may be necessary for selling and disposing of and converting the same into "money," and the substitution therefor of the following words:—"To take, "accept, enforce, release, realise or deal "with any security now held or which "may hereafter be held by the Company, "for any monies owing or to become "owing to the Company, or for any "liabilities incurred or to be incurred "towards or by the Company by way of "mortgage, pledge, hypothecation, deposit or otherwise howsoever of every "kind of property or rights."

(2) That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of the lines two and three of Article 56, namely, the words "for not exceeding fifteen days before and seven days after every ordinary Meeting" and that the following words be adopted and substituted therefor namely, "during such time as the Court thinks fit not exceeding in the whole thirty day in each year."

(b) That the following words be struck out of the last line of Article 56, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, 77, and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78 namely:—

ARTICLE 76.—"General Meetings shall "be held once in every year, at such time "and place in the Colony as may be "prescribed by the Company in General "Meeting, and if no such time or place "is prescribed, then at such time and "place as may be determined by the "Court, and unless and until otherwise "prescribed or determined as aforesaid "a General Meeting shall be held in the "month of February every year."

ARTICLE 77.—"The General Meetings "mentioned in the last preceding Article "shall be called Ordinary Meetings."

ARTICLE 78. "All other General Meetings shall be called Extraordinary "Meetings."

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The Court may "from time to time pay to the "Shareholders such interim dividends as appear to be justified by "the position of the Company."

(g) That the following words be struck out of the 6th to the third and a half lines of Article 174, namely, the words "Half-year ending the 30th June "and the 31st December, shall make "a general Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st day of December shall "make a General."

(h) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day "of June and" be struck out of lines 4 and 5 of Article 176 and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary "Half-Yearly" and the words "as "the case may be" be struck out of lines 10 and 11 of Article 177.

Should the Second Resolution be passed by the required majority, it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Court Directors.

Sign-d) A. G. STEPHEN,
Acting Chief Manager.

Hongkong, July 21, 1914. 853



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HONGKONG.

Hongkong, May 25, 1914. 1484

INTIMATIONS

NOTICE.

WE HAVE This Day authorised MR. GUSTAV TIEDT, to Sign the Firm.

Canton, 15th July.
347 W. WEDEKIND & Co.

NOTICE.

GOODCHILD and Co., MERCHANTS and COMMISSION AGENTS have this day been established at No. 20, Des Voeux Road Central, 1st floor.

Hongkong, July 16, 1914. 839



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Manufacturers of SEVRES DES ALPES, pronounced by those who use it the best Hairwash to prevent the falling out of hair.

J. O. SOPIESS, *Proprietor.*

Hongkong, Oct. 24, 1913. 1301

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7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 10 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 8.10 p.m.	Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m.	9.30 p.m. to 11.00 p.m. every half hour
11.00 p.m. to 11.45 p.m.	every quarter of an hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.30 a.m. to 12 Noon	Every 15 minutes.
12.00 Noon to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
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Hongkong May 7, 1912.

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FIRE-EATING OFFICERS

THE GERMAN NAVAL CRUSADE AGAINST ENGLAND.

Strength in the Mediterranean.

We quote the following timely article from the Naval and Military Record, whose Berlin correspondent wrote on July 15:—

On the principle of locking the stable door after the horse has been stolen, the official Norddeutsche Allgemeine Zeitung has at last administered a mild reproof to the fire-eating admirals and generals who are for ever preaching in the Press and on the platform a crusade against England. Just what mischief, these garrulous militants cause cannot well be estimated. In Germany, it must be remembered, the public is not likely to be impressed by what an officer of high rank may tell them than would be the case in England. However, as long as so the activity of the firebrand brigade is confined to the Fatherland itself their wildest and most provocative speeches are tacit approved by the authorities. Occasionally they overstep the proprieties by crossing the frontier and giving vent to their unreasoning hatred of England before foreign audiences. Some time ago, for instance, Admiral Breusing, who is well known as one of the protagonists of the anti-British crusade, went to Vienna to tell the Austrians all about England's crimes and how Germany proposed to punish them. On that occasion the admiral escaped a reprimand from the powers that be, but he has now drawn one upon himself by going to Bale, in Switzerland, and there delivering one of his characteristic diatribes against England, in the course of which he confided to his audience the alleged war plans of the German Admiral Staff for smashing the British fleet.

OFFICERS REBUKED.

The Government newspaper named above has now published a paragraph deprecating the admiral's trip to Bale, but complaining more of the avidity with which the enemies of Germany seize upon and exaggerate the "isolated indiscretions" of certain retired officers whose patriotic zeal sometimes outruns their prudence. The indignation of this organ might have been more profitably expended nearer home. Foreign critics cannot fairly be accused of making capital out of these "indiscretions," which, far from being isolated, are of such frequent occurrence that it is difficult to keep count of them. Anyone who reads the German papers well knows that hardly a day passes without against England, France, or Russia, or all three, over the signature of a retired naval or military officer, usually of high rank. Moreover, the fact that the same article is often printed simultaneously in five or six different papers points to the existence of a widespread and well-organized system of dissemination. This deliberate and systematic publicity campaign on the part of distinguished German officers against neighbouring and friendly powers is absolutely without parallel in modern history. It is impossible to conceive of a British admiral visiting France or Belgium and there delivering a violently-worded attack on German policy and explaining the means by which England proposed to destroy the German fleet. Yet this is precisely the sort of thing that a German admiral has done on at least two occasions, without receiving more than a perfunctory rebuke from an official quarter. The significance of this fact is obvious. If Germans resent the suspicion and mistrust with which the growth of their armaments is viewed abroad, they must blame in the first instance the amazing candour of their own naval and military officers, who are never weary of proclaiming to the world exactly why, how, and against whom those armaments are to be used.

INCREASE OF THE NAVAL PERSONNEL.

The increase in the personnel which was predicted some months since in this correspondence is evidently nearer at hand than was expected, for, according to the papers, the Navy Department has already formulated its proposals, which will be laid before the Reichstag this year. It is not yet known whether material will be effected by the forthcoming measure, but it will be surprising if this proves not to be the case. The object of the authorities is to avoid a reduction in the strength of the second squadron, which is temporarily to lose three ships from shortage of personnel, and to have enough officers and men available to man two or three cruisers now in reserve in order to send those to join the Mediterranean division. The proposals, of course, represent an absolute increase, in spite of official assurances that the Navy Law is to undergo no real change. A great part of the Navy Law of 1912 was devoted to personnel, the strength of which was fixed as far ahead as 1920. Only two years have elapsed since that statute was enacted, yet it is already regarded as inadequate. Once more, therefore, the futility of accepting the Navy Law as a reliable guide to the future strength of the German Navy has been demonstrated. It can always be altered at will to suit the demands of the Navy Department, and there is never any difficulty in persuading the Diet that the proposed addition to men or material, or both, is a mere bagatelle not worth the serious attention of the deputies. The extent of the increase of personnel is still a secret, but the papers state that it will be between 3,000 and 5,000. Whatever the actual figure may be, it is certain to be reached without the least difficulty, as every year the surplus of young men who are eligible for military service grows larger. The result is that the naval authorities, like the army, are practically able to pick and choose. Given the necessary funds, there is scarcely any limit to the strength of the naval personnel. Under these circumstances the Naval Department can scarcely be blamed for objecting to a sweeping reduction in the number of ships available for instant service when the shortage could be met by a simple parliamentary grant."

MEDITERRANEAN STRENGTH.

Although the fact has almost escaped attention, the crux of the matter is the future strength of the Mediterranean squadron. At present there are only two vessels of any fighting value on that station, the Goeben and Breslau (now reported to have fallen victims to the French). The intention is to add at least two protected cruisers, and this without drawing on the Home Cruiser squadrons. In some quarters the impending increase of the Mediterranean division is held to be the result of the recent meeting at Konopischt between Emperor William and Grand-Admiral von Tirpitz on the one hand, and the ill-fated Archduke Franz Ferdinand on the other. The ideal not merely of the Pan-Germans, but of a far larger body of German opinion, is an onslaught of the Austro-Hungarian fleet on the British Mediterranean ships whenever Germany fires a signal gun in the North Sea. It is recognised that the Dual Monarchy might well decline a risky enterprise of this sort if it had to rely entirely on its own resources, but the prospect might be brighter if its own fleet were stiffened by a formidable ship like the battle-cruiser Goeben and a few fast light cruisers. Moreover, the presence of these ships is expected to have a favourable effect on Italy, which has hitherto not seemed to be very enthusiastic about the plan of an active Germano-Austro-Italian coalition against England and France. Be this as it may, the future of the German squadron in the Mediterranean as a permanent force is evidently assured.

The Frankfurter Zeitung states that the Konig and Derfflinger are so far advanced that they are to be placed in service immediately. The Grosser Kurfurst and Markgraf are also practically completed.

KIEL AND ITS CANAL.

Germany's great strategic waterway, the Kiel Canal, has just been broadened and deepened at a cost of £11,000,000, which is part of the price which has been paid for the adoption of the Dreadnought design. Even now the canal is not sufficiently deep to permit armoured ships of the largest types to pass through it. The task of improving the canal was, however, to be carried forward, and at no very distant date, and by the use of this great artificial highway, it was hoped to be possible for the German naval authorities to move the largest ships, in a comparatively few hours, from the Baltic to the North Sea. The pride of Kiel is its magnificent harbour which has a comparatively uniform depth of water, averaging forty feet, and close to the shores twenty feet. Its length is eleven miles and its breadth varies from a quarter of a mile at the southern end to four and a half miles at the mouth. Its defences, which include two forts on the west and four on the east side, all situated about five miles from the head of the harbour at Friedrichsort, where its narrow approach can readily be made it a place of great strategic strength.

SITUATION IN SINGAPORE.

CHAMBERS OF COMMERCE TO CONFER.

VOLUNTEERS MOBILISED.

In connection with rumours which have been in circulation it may not be amiss, says the "Straits Times" of August 6, to explain some of the difficulties of the British position from a naval point of view. We must bear in mind first of all that Britain has had to hold back in order to establish a moral justification for intervention, while Germany, meantime, has been free to take any action she pleased, having already decided on war. Germany has the advantage of what may be described as "interior lines," i.e., her base is at Wilhelmshaven and from there she can discharge her whole fleet against any point. Britain on the other hand has to protect the whole coast from Dover to the Orkneys, and besides has pledged herself (vide Sir Edward Grey's speech) to defend the northern coasts of France as far as possible. This of necessity involves a certain amount of division of the British naval forces. The problem presented to them is to cover the whole exposed area and yet keep in sufficient touch to form a concentration great enough to equal the united German navy wherever it may be located and given battle. This task is one of extreme difficulty, and it is possible that some defect of information or ruse of the enemy may result in a portion of the British fleet having to meet and defend itself against the whole German fleet.

With the absence of any startling intelligence from Europe there seemed to be a lull in the excitement about town this morning. People have, as it were, got over the first thrill and are now calmly waiting for the news that must inevitably come. Good or bad, they seem to realise that until that news does arrive there is practically nothing more to be done or said. There have of course, been the inevitable crop of rumours, some of them more than usually lurid and all, on the face of them, highly improbable, to say the least. Last evening, the suggestion that the British fleet had sustained a reverse was freely put forward, but those who advanced that view of the situation met with so little support that they very soon desisted. Then, this morning, was to be heard the allegation that the French mail steamer Cordilere had been captured by the German flag ship Scharnhorst, on her way up to Saigon. There have been many wild statements concerning this vessel since the time she arrived at Malacca and this is probably as inaccurate as any of the others. The very latest, and, it might be said, the very wildest, is that the Scharnhorst herself has been captured but it is impossible to find anyone at all who is prepared to believe that.

The following communication, signed by Yim Tsing, acting secretary of the Singapore Chinese Chamber of Commerce, was yesterday received by the Secretary of the Singapore Chamber of Commerce:—Owing to the crisis it has become necessary for my Chamber to confer with your Chamber as to a modus vivendi in order to prevent distress and inconvenience, as much as possible among all classes of traders and merchants. My Chamber will be glad to be informed of any general arrangement arrived at so that the crisis may be tided over without any hitch. As far as possible my Chamber is anxious to work hand in hand with your Chamber to lessen as much as possible the general distress. Should your Chamber agree with my Chamber, my committee are prepared to appoint delegates to confer with your representatives. This communication was dealt with by a special committee of the Singapore Chamber of Commerce yesterday afternoon and a meeting with the delegates from the Chinese Chamber was agreed upon.

The Singapore Volunteers, or at any rate some of them will have by this time realised perhaps better than any, that this is actually a time of war and somewhat different from the uneventful times of peace. Yesterday a guard was mounted at the Drill Hall and maintained throughout the night, the sentries taking spells of two hours at a time. The men are on duty to-day, it being the intention to maintain the guard there. Then, this morning a contingent of Volunteers left for duty at the forts. Under the command of Col. Derrick they marched from the Drill Hall to Johnson's Pier, the band at their head. There were two officers and forty men of the S.V.A., one officer and forty men of the engineers and two officers and fifty men of the Chinese company. There was also a contingent of the Ambulance Corps, the total strength being about 200. Naturally, it is not known how long the men will be detained on this duty.

BRITAIN'S NEWEST DREADNOUGHT.

One of the Turkish warships which Britain has taken over is apparently the Sultan Osman I, built at the Walker yard on the Tyne. She was acquired from Brazil by Turkey when there was a possibility of a recurrence of trouble between Greece and Turkey, and was completed only a month ago. A home paper says she looks far and away the biggest thing in fighting ships yet built, and with her gaunt tripod masts, arsenal of artillery, huge funnels and quaint amidships boat derrick on the flying deck has an appearance unique amongst warships.

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For the Hongkong and Shanghai Banking Corporation,
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, May 14, 1914. 1517

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Manager

No. 9, Queen's Road Central.

Hongkong, October 21, 1913

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Hongkong, September 1, 1908. 1208

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KOWLOON-CANTON RAILWAY.

TIME TABLE.

OUT

	Night Express								
Kowloon	12.15	6.50	7.42	9.40	11.25	2.00	3.00	5.15	8.00
Hung Hom	—	6.54	—	9.44	11.29	2.04	—	—	—
Yau Ma Ti	—	6.59	—	9.50	11.36	2.09	—	5.22	8.07
Sha Tin	—	7.10	—	10.02	11.48	2.19	—	5.33	—
Tai Po	12.46	7.23	—	10.19	12.02	2.33	—	5.46	8.21
Tai Po Market	—	7.27	—	10.24	12.08	2.37	—	5.50	—
Fan Ling	—	7.36	—	10.34	12.19	2.46	—	5.58	—
Sheung Shui	—	7.39	—	10.37	12.22	2.50	—	6.01	—
Shum Chun	1.10	7.44	8.2	11.00	12.27	2.54	3.45	6.06	8.50
Canton (about)	4.30	—	11.30	6.00	—	—	5.45	—	—

Golf Train—Sundays Only.

Kowloon 8.45 Tai Po 9.16 Sheung Shui 9.27

Sha Tau Kok Branch.

OUT

Fan Ling	Dep.	8.30	12.40	3.30
Sha Tau Kok	Arr.	9.15	1.23	4.16

IN

	Night Express*							
Canton	—	7.00	—	8.30	—	3.05	—	5.15
Shum Chun	8.05	10.02	11.35	2.55	4.30	6.13	8.20	10.35 (about)
Sheung Shui	8.12	—	11.41	3.01	4.36	—	6.27	—
Fan Ling	8.16	—	11.44	3.05	4.40	—	6.30	—
Tai Po Market	8.26	—	11.55	3.16	4.51	—	—	—
Tai Po	8.32	—	12.01	3.26	4.57	—	6.41	—
Sha Tin	8.44	—	12.14	3.38	5.10	—	—	—
Yau Ma Ti	8.56	—	12.27	3.50	5.23	—	—	—
Hung Hom	9.02	—	12.31	3.53	5.27	—	—	—
Kowloon	9.05	10.43	12.34	3.56	5.30	6.34	7.06	9.25 (about

* Will call at Sheung Shui on notice being given to Station Master, Kowloon.

Sha Tau Kok Branch.

IN

Sha Tau Kok	Dep.	7.10	9.25	1.45
Fan Ling	Arr.	8.10	10.25	2.45

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A REFRESHING, INVIGORATING and PALATABLE drink particularly suited for Tennis and Bathing Parties.

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24, Queen's Road, Hongkong.

Hongkong, July 22, 1913.

THE DIARY.

MEMO. FOR TO-MORROW.

Band at Peak Club.

General Memoranda

Sunday, August 16 :—

6 a.m.—Excursion to Macao.

Tuesday, August 18 :—

Emperor of Austria's Birthday (1830).

Thursday, August 20 :—

President Poincaré's Birthday (1860).

Saturday, August 22 :—

Noon—Hongkong and Shanghai Bank Ordinary and Extraordinary Meetings.

Monday, August 24 :—

St. Bartholomew's Day.

Monday, August 31 :—

Queen of Holland's Birthday (1880).

Emperor of Japan's Birthday (1879).

The China Mail.

Hongkong, Friday, August 14, 1914.

THE GUN POWER OF BATTLE-SHIPS

In the chapter of the "Naval Annual" on foreign navies much light is thrown on the policy of the various Powers regarding the gun power of ships. First, as regards the calibre of the main armament, it is shown that several of the Powers have followed the British example by adopting the 15-in. gun; but it was only in the vessels of the 1913-14 programme that Germany adopted a gun of this size in preference to the 12-in. weapon. To-day Britain has ten battleships with 12-in. batteries, all complete; twelve ships with 13.5-in. batteries, of which ten are complete; two have been launched. Germany, on the other hand, has four battleships with 11-in. batteries, all complete; thirteen with 12-in. batteries, nine being complete; while only two ships with 15-in. batteries have been laid down, and neither of these has been launched. The situation regarding battle-cruisers is equally illustrative of the progressive policy of our Admiralty. The United States in their battleships have adopted the 14-in. gun, and there is some talk of this year's ships being designed for eight 16-in. weapons. There is no indication of heavier guns than the 13.4-in. in the French Navy. Russia is fitting twelve 14-in. guns. The new ships for Italy are to have eight 15-in. guns, and Austria, like Germany, is adopting a similar armament. The 14-in. gun is being adhered to by the Japanese authorities in their latest ships. Of the secondary powers, Spain in the new ships will probably fit eight 14-in. guns. Chili is adopting the 14-in. gun; Brazil, like the Argentine authorities, has adhered to the 12-in. gun, while it is probable that in the new Turkish ships the 13.5-in. or 14-in gun will be adopted. The number of guns being fitted generally varies with the calibre: with the adoption of the 15-in. gun, it is found preferable to mount only eight; with 13.5 in. and 14-in. guns, ten, and in a few cases twelve guns are being mounted, as is the case with the 13.4-in. guns in the latest French ships. On the question of the number of guns in each turret, there seems still to be a difference of opinion: it is somewhat significant, that in the new Italian and the new Austrian ships the triple-turret system is to be abandoned, the twin-turret being reverted to. But the French, in the ships now in progress, have four quadruple gun-turrets: the Americans and Russians are adopting triple gun-turrets. The American design differs in this respect, that, while in all the other ships with multiple-gun turrets, the guns are arranged with their axes at the same height above the waterline, the "Americans have adopted the principle, now common with twin-gun turrets, of having the No. 2 and No. 3 turrets at a higher level respectively than the No. 1 and No. 4 turrets, so that they secure an end on fire, either forward or aft, of six 14 in-guns. There is, however, a growing desire to have all the guns at the same height and to have a flush deck.

In regard to secondary armament, the tendency is to have as many of the guns as possible for bow-on fire, because, as pointed out by Captain Robinson, a 30 knot destroyer attacking a 20-knot battleship, will approach, when they are steaming in opposite directions, at a relative speed of 50 knots. Under such circumstances there is less time for ensuring accuracy, and the deficiency must be made up by rapidity and volume. On the other hand, where a destroyer is chasing a battleship with a view to bringing her torpedoes to bear, the relative speed is only 10 knots, so that the gunners in charge of the torpedo-boat-repelling armament have then longer time to ensure accuracy and a smaller number of guns suffices. The secondary guns recently fitted are generally of about 6-in. bore. In destroyers the tendency is to fit two or three 4-in. guns, although Germany still has its faith pinned to the 15-pounder.

THE WAR.

Judging by the dearth of news regarding the war we seem to be experiencing the proverbial lull before the storm. There can be no doubt but that a battle on a truly big scale is imminent in the lower lying country on the Belgian frontier. There the German troops are concentrating at various points, obviously with a view to some decisive action. From the forts at Liege, which are still holding out pluckily against superior numbers, fire is being showered with deadly effect upon the German troops, who are now bombarding the town. At another part of the frontier the Germans resumed their advance only to be met and successfully coped with by the Belgians. It is clear that our plucky allies, even single-handed, are determined to contest every foot of the German troops' advance. By now, however, their strength must have been considerably augmented by the British and French troops and they will be in a better position to cope effectually with the superior numbers opposing them. It is now officially announced that Great Britain and Austria-Hungary are at war and that doubtless will mean that the Mediterranean Fleet will be immediately put into action. Amidst the continued rumours of naval engagements in the North Sea, we can only repeat that no telegraphic news has come to the Colony through the usual channel and that apparently the rumours are without any foundation in fact.

Since writing the above we have received a telegram—as will be seen in our telegraphic news—from our London correspondent stating that the British fleet was ordered to commence hostilities against Austria at midnight on Wednesday.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The 26th Punjabis team from Hongkong took the fifth prize (420) in the Empire Day Challenge Cup Rifle Competition.

The maintenance of "sewers and nullahs in Hongkong during 1913 cost $10,961.81, as against $16,827.51 in 1912. The maintenance of praya walls and piers required a sum of $5,970."

Mr. W. B. Peck has recently been appointed U.S. Consul at Tsingtau. Dr. Tenney re-takes his former post as Chinese Secretary at the American Legation and has returned to Peking with four new Student Interpreters.

R. O. Gutierrez, who is charged with being concerned with A. F. Remedios in the alleged conspiracy to defraud the Hongkong and Shanghai Bank was formerly remanded to-day until Friday. He has given evidence in the Police Court against Remedios, who awaits his trial on August 18th at the Supreme Court.

Among the recent appointments made by the Admiralty are the following:—Commander C. K. McLean, R.N., to the command of H. M. S. Kinsha, vice Commander Marryat, Commander R. C. S. Hunt, R.N., to the H. M. S. Hampshire vice Commander McLean; Lieutenant C. T. H. White, R.N., to H. M. S. Triumph.

A number of naval officers who served in China in 1900, and others who were with the Naval Column, met at dinner at the Trocadero Restaurant on the 10th ultimo. Admiral of the Fleet the Right Hon. Sir Edward Seymour occupied the chair, and the guest of the evening was General Sir Alfred Gaselee. Among those present were Admirals Sir George Callaghan, Commander-in-Chief of the Home Fleets; Sir James Bruce; Sir John Jellicoe, Second Sea Lord; and Sir George Warrender, Commanding the Second Battle Squadron.

A respectable middle-aged gentleman of scholarly appearance (he was, in fact, a Professor of Archæology) was tempted to take a boat out for an hour on the Dee the other day. Gradually he became conscious of the fact that he was attracting a lot of attention. Now and then he heard ripples of girlish laughter. A little puzzled, he pulled in to the bank and took a nap under the shade of an overhanging tree. But every boat that passed disturbed him with mocking laughter. He wiped his glasses and began to examine first his legs and then the boat. Suddenly he understood. She was called "The Flirt."

Mlle. Provost, the well-known actress of the Comedie Francaise, says the "Chronicle," has started a new fashion in footwear by appearing in Parisian salons and in the corridors of the theatres with her feet bare but for sandals. When asked whether the latest craze would not lead to a crisis in the boot trade, Mlle. Provost smiled and replied: "I do not think so; my boot-maker furnishes less material, but I do not see any reduction in the price charged. Further, my sandals are fastened with ribbons ornamented with emeralds and turquoises. I do not think the jewellers either will have any cause for complaint."

ARMY CANTEENS SUPPLY.

War Office Committee Appointed.

The new committee on the Supply of Canteens is as follows:—

Lord Rotherham (chairman); Mr. R. Burbridge; Lieut.-Colonel M. D. Graham, 1st Bn., Royal Berkshire Regt.; Sir W. H. Lever; Brigadier General S. S. Long, Director of Supplies and Quartering; Mr. W. P. Perry, C.B., Director of Financial Services; Major General E. S. Robb, K.C.V.O., C.B.; Lieut.-Colonel B. F. B. Stewart, 3rd Bn., Worcestershire Regt.; Mr. A. Whitehead; Mr. G. W. Lambert, (War Office) will act as secretary.

The terms of reference are:—

"To inquire and report as to what changes in the system of supplying garrison and regimental institutes are desirable and practicable."

A MASTER REMEDY.

CHAMBERLAIN'S Colic, Cholera Diarrhœa Remedy is master over cramp colic, dysentery, and all intestinal pains. One dose relieves, a second dose is rarely necessary to effect a cure. For sale by all Chemists and Storekeepers.

GENERAL JOHN FRENCH

HEAD OF BRITAIN'S MILITARY FORCES.

A Strenuous and Successful Soldier.

General Sir John D. P. French, who has been appointed Inspector-General to the Forces, which is the position equivalent to that of Commander-in-Chief, is one of our most brilliant soldiers, and, furthermore, was one of few Generals who went through the ordeal of the South African war of 1899-1902 with an unblemished record; and he owed his rapid promotion to the success he then achieved. His family are of Franco-Irish extraction, claiming relationship with Lord de Freyne. The Frenches were for several generations settled in Roscommon, whence Sir John's grandfather migrated to Ripple Vale in Kent. His father, Capt. John French, R.N., married a Scotch lady, Margaret, daughter of Mr. William Eccles, and their only son, John Denton Pinkstone French, was born at Ripple Vale, near Walmer, on September 28, 1852.

Both his parents died when he was quite a small boy, and he spent most of his early life in north London. He was educated at preparatory schools at Harrow and at Portsmouth, and at fourteen years of age entered the Britannia as a cadet in the Royal Navy. Young French however did not take to the sea of his own choice, and soon grew tired of the naval service in which there seemed too little scope for his tastes and ambitions. After four years as naval cadet and middy he turned his attention to the army, into which he gained an entrance through the "backdoors" of the Militia, and was gazetted Lieutenant of the 8th Hussars, on February 28, 1874. Afterwards he was transferred to the 19th Hussars, and won the help and esteem of the Colonel of the regiment, Col. Barrow, who encouraged him in his military studies. Lieut. French performed the duties of Adjutant to his regiment for six months in 1880, and in October of that year he attained his captaincy. He was appointed Adjutant to the Northumberland Yeomanry in April, 1881, and became Major two years later.

CHANCES OF DISTINCTION.

The Nile Expedition of 1884-5, under Lord Wolseley's command, brought Major French his first chance of distinction in the field. He did some excellent service with a detachment of the 19th Hussars at Abu Klea Wells, for which he earned the warm praise of Sir Redvers Buller, and also at Cubat and Metemmeh. In February, 1885, he was advanced to the rank of Lieut.-Colonel, and spent the ensuing four or five years in ordinary barrack routine, attaining the acting command of his regiment, the 19th Hussars, in 1889. Subsequently he served in India as chief of the staff to General Luck, and according to regulations he was retired on half-pay in 1893.

In October, 1896, Col. French's services were demanded at headquarters as Adjutant General, an appointment which he held till the end of April, 1897. He was next employed as Colonel on the staff in command of the Cavalry Brigade stationed at Canterbury, and it was whilst he was there that the South African war broke out in 1899. General Buller, by selecting Col. French to command his First Cavalry Division in Natal showed that he had not forgotten the dashing leader who had come under his notice in Egypt fourteen years before. Major-General French, as he now became, saw some of the very earliest of the fighting in Natal, including the battles at Elandslaagte, Bietfontein, and Lombard's Kop. Just before the Boers finally completed the investment of Ladysmith, Major-General French managed to get away. He left the town in the last train which got through the Boer lines and his escape cost the enemy dear.

SUCCESSES IN SOUTH AFRICA.

For his services in Natal he was promoted to the full rank of Major-General, and thenceforward throughout the war was one of the right hand men of Lord Roberts and Lord Kitchener in succession. From October 9, 1899, he held the rank of Lieut.-General in South Africa. At the commencement of the New Year, 1900, General French gained some successes in the neighbourhood of Colesberg in the northern part of Cape Colony, whence he moved forward in February to co-operate in the relief of Kimberley. He seized Dekiel's Drift on the Riet River (February 12), crossed the Modder at Klip Drift the next day, and then by a rapid march entered Kimberley on the 15th of the month. Such mobility bewildered even the Boers. Subsequently he took part in the encircling of General Cronje at Paardeberg, and in Lord Roberts's march to Pretoria, being frequently mentioned in despatches and made a Knight-Commander of the Bath. On September 18, 1900, General French captured Barberton with a large amount of railway stock and 100 prisoners.

Lord Kitchener's "sweeping" movements in 1901 provided Sir John French with plenty of hard work. On January 23 he began the great drive against General Botha. Columns had been collected at Moof Plain, Bapastontain, Bulfontein, and Springs, and General French taking command of these forced back Beyer's commando from the Wilge River and drove the enemy into a corner to the south-east of Piet Retief, but General Botha contrived to break through the British lines by a night march and escaped from French's net with 3,000 men. Afterwards General French was engaged in the north of Cape Colony until the end of the war.

On his return from South Africa, Lieut.-General French took up the command of the 1st Army Corps at Aldershot, which was reserved for him when General Buller was retired on half-pay in October, 1901. Sir John French was created K.C.M.G. in 1902 and G.C.V.O. in 1905. He is an honorary D.C.L. of Oxford and L.L.D. Cambridge. Since February, 1902, he held the Colonelcy of the 12th Hussars. He has more recently been Chief of the Imperial General Staff and first member of the Army Council.

RUSSIA AND HER ARMY.

THE SPIRIT OF SOLDIERS AND PEOPLE.

PROGRESS SINCE THE JAPANESE WAR.

Ever since the Russo-Japanese War Russia, says a correspondent in the "N.C. Daily News," has been steadily improving her army and preparing for the present crisis. Anyone who has come in touch at all with the officers and men of the Russian Army must have seen quite clearly that the one military aim and object in the life of every individual member of that army is to fight and beat Germany.

It is a well-known fact that the Russo-Japanese War was unpopular in Russia, and many have attributed its speedy termination merely to that fact. Anyone, however, who has been in Russia is aware of the antagonism towards Germany felt by one all, and will be able to realize how the declaration of the present war was hailed by the nation as a whole and by the army in particular.

Anyone, too, who has followed the meagre details that have reached us here will have been struck by the popularity which greeted even the possibility of war with Germany. Russia has nothing to fear, then, on the grounds of the unpopularity of this war.

The three dominating forces in war in past ages have been patriotism, fanaticism and religion.

RELIGIOUS FERVOUR.

Those who quote the organization of the anarchists and the Socialist party in Russia may be sceptical about the efficacy of the force of patriotism where Russia is concerned. But the recent enthusiasm shown in St. Petersburg and Moscow and the fact that strikes in Russia, which were assuming very serious proportions, ceased immediately the possibility of war was discussed will doubtless have opened their eyes to the enormous latent patriotism of the Russian people—a patriotism which will go far to carry them through their coming struggle.

Fanaticism is not a term that one is accustomed to use in connexion with white races, but of all white races undoubtedly the one from which most fanaticism can be expected is Russia.

Religion, too, as a force in war belongs more to the time of the Crusades than to the present. The Russians, however, are extremely religious, and unlike other nations, especially so as far as their army is concerned. Russian soldiers will tell you with pride of the way in which all the men in their tents put on a clean roobashka and knelt down to pray before going out to fight and die for their country.

It must be remembered, too, that the Tsar, besides being the head of his people, is also the head of their Church, so the religious force of the Russian soldier will probably be more effective than appears at first sight.

COMMAND AND CONTROL OF TROOPS.

To turn to more material qualities, those—apart from questions of supplies and equipment—which go farthest towards making or marring an army are the capacity of its leaders to control and the capacity of its troops to be controlled.

Perhaps the fault of the Russian Army in its war with Japan, about which most has been written, was the general incapacity of the rank and file of the infantry when in open order either in attack or retreat to reform and put themselves under the control of the various officers and N. C. O.'s commanding them.

The seriousness of such a defect is, of course, apparent to any one; attack and retreat alike soon missed their guiding principle and became disorganized. Their attack lost sting, and any check received was very easily converted into a retreat.

Many instances of the dire results that may arise in such circumstances will occur to all—to Englishmen, perhaps, none more clearly than the battle of Hastings.

The most striking feature, however, of recent Russian manœuvres was the ease and swiftness with which the rank and file sorted itself out under its various superior officers whenever cover was reached or any chance of rallying presented itself.

To help each unit, in recognizing its *confrères* the senior N. C. O. in each company and section carries a small flag attached to his bayonet, kept fixed, with many distinguished marks, according to the regiment, company or section to which he belongs, the N. C. O.'s next in rank carrying flags to be used as their superiors are shot down.

It has been said by some that this system is too elaborate to work except on manœuvres; it remains to be seen how it will act in real warfare; its efficiency at other times cannot possibly be doubted, and no one can deny that it has at any rate taught the Russian "Tommy" how to follow those who are leading him.

CAPACITY OF THE RANK AND FILE.

It must not be forgotten too that in the Russo-Japanese War Russia was for the most part using the most uneducated and therefore most uncontrollable of her troops.

Her European troops are, from the point of view of cleverness and resource, far superior to her Asiatic forces. It is a common idea that the mass of the rank and file of all the Russian Army is totally uneducated; nothing, however, can be further from the truth. The education of her upper classes has always been proverbial, and of late years this passion for education has been steadily spreading to the lower classes; this is evident from the number of universities that have sprung up and the rapidity with which they have increased in size during the last few years. Apart from the peasants proper who are almost entirely uneducated, and who, though they form a very small portion of the Russian Army, have probably given rise to the mistaken idea mentioned above, the type of Russian who forms the bulk of the army is by no means uneducated.

Few probably are aware of the frequent cases of suicide, every year, of poor university students who, having passed their exams and finished with the university, feel that they cannot sink back to the life they were born to, and are unable to find an occupation in keeping with their education.

CAPACITY OF OFFICERS.

The intellect of the educated Russian is generally considered as second to none, and it must be remembered that the pick of this educated body are officers in the army.

Any lack of efficiency which can be attributed to her officers during the Japanese war should be put down more to the incapacity of the troops to be controlled—a fault which as mentioned above has now been rectified—than to the actual incapacity of officers to control them.

TRANSPORT AND SUPPLIES.

Another factor which greatly handicapped Russian officers during the Japanese war was the inefficiency of the transport arrangements in general.

Russia had to bring her troops and supplies thousands of miles to the front by one line of railway, and when she had got them there it was quite impossible for her to move them quickly and gain the advantages she should have done from her superiority of numbers owing to the frightful conditions of the roads and, with the exception of the trans Siberian, the entire lack of railways. None of these disadvantages will hamper her movements in the present conflict; she has an efficient railway system as well as good roads both leading to her frontiers.

Instead of having to bring her forces to the front along one line of railway, she has her troops massed in central positions at a suitable distance from her frontiers and can draw them off to whatever positions she wishes to concentrate them either for attack of defence.

THE FLOWER IN EUROPE.

One objection that is sometimes raised to Russia's capacity for concentrating and making full use of of her vast army for a European war is that a large portion of her army is almost unavailable in Asia; those who suggest this must have forgotten that less than one-eighth of her total peace strength (not to mention her reserves which are drawn almost entirely from Europe) is composed of troops in Asia; and that the remainder of her forces are grouped in central positions in the heart of European Russia where they can quickly be drafted off wherever they are most required.

SUPREME COURT CASES HELD OVER.

In view of the unusual conditions prevailing, two cases at the Hongkong Summary Court were held over to-day. The action of Scriven Bros against Jorge & Co' for the recovery of a sum of £96.3.7 was postponed, and the claim of the "South China Morning Post" against G. T. Shaw was adjourned *sine die*. The claim of the Robinson Piano Company against A. R. Ellis for the sum of $22.70, was also adjourned, as defendant was unable to be present owing to military duties.

Evidence on commission to be secured from Home would be necessary said Mr. Lawis in the Summary Court to-day before he could proceed with a case in which he had been instructed. Mr. Davidson (Messrs Hastings and Hastings office) said the commission could not be taken until after the war, so a long adjournment would be required. The case was adjourned accordingly.

MILITARY GUARD ANNOYED.

Rickshaw Coolie Fined for Misbehaviour.

A rickshaw coolie who followed his fare into the Hongkong and Shanghai Bank with the object of getting payment, was stopped by the military guard. He was charged before Mr. Melbourne with disorderly conduct.

"Defendant, it was stated, persisted in annoying the guard, laughed at them and refused to go away.

Mr. Melbourne imposed a fine of $5 and administered a caution.

HER RETORT.

A friend of mine, the Carpenter says in the "Express," took a lady to the Gentlemen and Players match at the Oval. She enjoyed herself greatly, and begged him to take her to the Eton and Harrow match at Lord's. This, for certain reasons, he was unwilling to do, so excused himself on the ground that as he was neither at Eton nor Harrow he did not propose to go to the match. The lady, much nettled, retorted quickly: "Then why are you here, because you are neither a player nor a gentleman?" The retort was as witty as that of the Eton boy who was asked by an irritated Harrovian why it was always called the "Eton and Harrow" match, instead of "Harrow and Eton." "Oh," was the reply, "I suppose you put Eton first just as you say 'Gentlemen and Players,' not 'Players and Gentlemen.'"

The Kaiser's recipe for a sensible summer diet is published by the "Hamburg Fischzeitung." During his recent visit to Hamburg the Kaiser inspected the fish restaurant in connection with the Altona Gardening Exhibition, and, discussing the restaurant with Chief Burgomaster Schnackenburg, he said, "I wish people in Germany would not suppose themselves so to the eating of sea fish. At this time of the year I live almost entirely on sea fish, strawberries, and cherries."

TEETHING CHILDREN.

TEETHING children have more or less diarrhœa, which can be controlled by giving Chamberlain's Colic, Cholera and Diarrhœa Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than natural and then castor oil to cleanse the system. It is safe and sure. Even the most severe and dangerous cases are quickly cured by it. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

THE PROGRESS OF THE WAR.

BRITISH FLEET TO PROCEED AGAINST AUSTRIA.

GERMANS TREAT FRENCH CONSULS BADLY.

FRENCH AND BELGIANS STILL FIGHTING SUCCESSFULLY.

BRITISH FLEET TO COMMENCE HOSTILITIES.

(From Our Own Correspondent.)

LONDON, Aug. 12, 11.40 p.m.

The British Fleet has been ordered to commence hostilities against Austria at midnight.

(Reuter's Service to the China Mail.)

TERMINATING A FINANCIAL DEADLOCK.

LONDON, Aug. 13, 2.40 a.m.

Mr. Lloyd George has completed arrangements with the Bank of England which will terminate the deadlock in the money market. The Government agrees to guarantee the Bank against any losses incurred in discounting Bills of Exchange accepted prior to August 4.

BRITISH AND FRENCH CRUISERS HUNTING GERMAN CRUISERS.

LONDON, Aug. 13, 2.40 a.m.

There are British in addition to French cruisers in the Atlantic hunting five German cruisers.

THE TRADE ROUTES OPEN.

LONDON, Aug. 13, 2.40 a.m.

The British Admiralty is confident of its ability to keep the trade routes open.

GERMANS DEFEATED IN ALSACE.

LONDON, Aug. 13, 2.40 a.m.

Reports of enormous French losses in Alsace are officially denied in Paris where it is officially stated that the French hold upper Alsace with considerable forces. It is officially declared that [five words deleted here by censor] Alsace is now cleared of the enemy.

RUSSIANS REPULSE GERMANS.

LONDON, Aug. 13.

The Russians have repulsed a German attempt to re-occupy Eydtkuhnen, a frontier station near Wirballen.

BELGIANS VIGOROUSLY DEFENDING LIEGE FORTS.

LONDON, Aug. 13, 2.40 a.m.

It is stated at Brussels that the Germans have resumed the bombardment of the Liege forts which are replying vigorously.

Attempts of the Germans to cross the Meuse above Liege are considerably hampered by the fire of the forts.

GERMAN ADVANCE RESUMED IN BELGIUM.

LONDON, Aug. 13, 4.55 a.m.

A Belgian announcement on the 11th inst. says the Germans resumed their advance yesterday. The Belgians fought their first engagement in the open, North-West of Hasselt, successfully holding their own. Ten thousand troops participated in the fight. The Germans are constructing seige batteries North of Liege.

MONTENEGRINS BOMBARDING AN AUSTRIAN PORT.

LONDON, Aug. 13.

The Montenegrins are bombarding Cattaro, a fortified Austrian seaport, in the province of Dalmatia.

THE AMERICAN FLEET.

LONDON, Aug. 13.

The American Fleet will return North from Vera Cruz on the 1st September.

ENGLAND AND AUSTRIA-HUNGARY AT WAR.

LONDON, Aug. 12, 11.35 p.m.

It is officially announced that a state of war exists between Great Britain and Austria-Hungary from midnight.

GERMANS TREAT FRENCH CONSULS BADLY.

We learn that the French Consuls in Germany report that they received very bad treatment from the Germans before leaving their posts.

No news has been received from the French Consuls at Danzig and Nuremburg.

BELGIANS IN CHINA.

We learn that the Belgian authorities have intimated that Belgians resident in China need not return to Belgium at present, but that they are at liberty to volunteer for service.

BY TELEGRAPH.

NEWS FROM BELGIUM.

The latest news from Belgium is that the situation is quite good and that the Belgians have not sustained very much loss.

ALSACE AND LORRAINE.

The situation in Alsace and Lorraine is also reported to be good.

FIGHTING AT MULHAUSEN.

Renewed fighting has taken place at Mulhausen—a small number of French troops holding their own against a mass of Germans.

THE LIEGE FORTIFICATIONS.

The fortifications at Liege are still holding out.

LOCAL ITEMS.

GUN PRACTICE.

In order to obviate any chance of alarm or misunderstanding, we are asked by Major H. G. Sargeaunt, R.A., instructor in gunnery, to publish the following item of news.

Gun practice will be carried out by the Royal Garrison Artillery from the following works and on the following dates:—

Mount Davis, Tuesday, 18th August, at 8 a.m. in a S.W. direction.

Stonecutters, Wednesday, 19th August, at 9 a.m. in a S.W. direction.

Pakshawan, Saturday, 22nd August, at 10 a.m. in a N.E. direction.

Should the weather conditions be unfavourable the practices will be postponed until the following days, Sunday excepted.

(Wah Tse Yat Po's Service.)

LEUNG SHI YI.

PEKING, Aug. 13.

Leung Shi Yi has been appointed President of the Loan for the Interior.

CHINA AND THE EUROPEAN WAR.

PEKING, Aug. 13.

Sun Pao Chi, the Premier, has conferred with the American and Japanese Ministers with reference to China's neutrality.

Chow Tsz Chi announces that the Ministry has funds to pay the troops.

AMERICA'S TASK.

PEKING, Aug. 13.

America, in reply to President Yuan's note, has declared that she shall do her best to prevent the war spreading to the Far East.

THE GERMAN WARSHIP AT NANKING.

Ordered To Be Dismantled.

PEKING, Aug. 14.

The Chinese Officials have asked the German Consul todismantle the German warship anchored at Nanking.

TROUBLE FEARED IN MANCHURIA.

American Consul's Warning.

PEKING, Aug. 14.

The American Consul at Mukden has ordered all American citizens there to take precautions and wait until they receive further orders to leave Mukden within 12 hours.

JAPAN AND THE WAR.

Neutrality Not Declared.

PEKING, Aug. 14.

Japan has not yet declared neutrality. Reuter reports that Japan has forwarded an ultimatum to Germany.

CHINA AND FOREIGN BANK NOTES.

PEKING, Aug. 14.

The Bank of Communications announces that it will also accept banknotes of all countries.

CHINESE AEROPLANES PATROLLING NORTH CHINA WATERS.

PEKING, Aug. 14.

Two aeroplanes have been despatched to patrol the waters above Tientsin under the direction of Wu Kuan Chi, by the Chief of General Staff.

A WAR-NEWS PAPER IN PEKING.

PEKING, Aug. 14.

A paper specially published for announcing war news is being issued by an American in Peking.

A Welsh gentleman travelling from Leeds to Harrogate entered into conversation with another passenger who seemed well informed on many subjects. After discussing the various health resorts both had visited, and exchanging views on many of the leading personalities in politics, literature, and science, the Welshman (says the *Western Mail*) asked, "Do you know Llandrindod Wells?" After some cogitation the answer came, "No, I have heard of him, but I have got too old to take much interest in sporting matters. Was he the one who 'broke the bank,' or the one who was beaten by the Frenchman?"

DULL TRADE AND ONE OF ITS ADVANTAGES.

There can be no question about the decrease in the volume of trade in practically every industry. Lloyd's Return shows a diminution of 14 per cent. in the tonnage of the merchant ships in course of construction now as compared with a year ago, and, as there has been a great falling-off recently in the orders placed, the work in hand is in a much more advanced state than was the case at the former date, so that the tonnage, from the standpoint of employment still available, is considerably less than the percentage of the decrease indicates. Moreover, freights are low, and shipowners are indisposed to place orders unless under the most advantageous conditions. Many of the iron works are closing down part of their plant as they experience great difficulty in keeping their order-books sufficiently full to justify reliance on the future. The Board of Trade Returns tell the same story, for the exports each month show a great decrease when comparison is made with the corresponding months of last year, the decrease for June being 6.9 per cent. In the textile industry, again, here is a prospect of short time being resorted to in order that the plant may be run in full working order, since the closing down of part of the producing machinery involves a diminution in the efficiency of the power plant. The future is therefore, on the face of it, somewhat disheartening, particularly as in no period of decline of activity has there been such keen cutting of prices. This is due in large measure to the fact that foreign countries are able to day not only to meet a larger proportion of their own requirements, but are themselves entering into markets which hitherto have been regarded as exclusively the field of British enterprise. Indeed, in some cases Continental firms are underbidding British producers even in this country.

Such a condition is not altogether without some advantage, because it carries with it a lesson which ought to be enforced on every available occasion, and that lesson was very happily expressed by Sir William Beardmore on the occasion of the launch of the light armoured cruiser Inconstant some days ago. He stated that "the nation which does not continuously search for improvements must fall behind in the struggle for supremacy." In this matter it is not alone the capitalist who requires to assimilate the teaching of the experience of decadent trade. The workmen, and the leaders of the workmen's unions, must analyse the situation, because on the lessons which can be gathered from it depend in no small measure the encouragement to evolve improvement, as well as to adopt better methods and appliances. Usually, when trade is brisk, when orders arrive in satisfactory volume, and when it is possible to distribute over a wide area of production establishment and other recurring charges, the main idea is to meet demands for delivery—to ensure the maximum turnover in any given time. Volume is then the main idea in securing a reasonable return. But volume itself requires a large body of workers, and, unfortunately, the crude principle of supply and demand dominates the question of the remuneration of labour, and, through this, the cost of production and the amount of profit derivable from a given contract. Although it is admittedly in accordance with the tendencies of uncultured human nature, it is, nevertheless, to be deplored, that a certain class of workmen will only put in a sufficient time at work to earn enough for their immediate needs. The trouble which the employers have experienced, not only in meeting contractual dates, but in achieving a satisfactory degree of efficiency from power plant and other producing mechanism, arises from the reduced number of hours which such mechanical appliance are in operation during each week. It follows, therefore, that the employers are not encouraged to improve their mechanical methods, since every improvement made will involve increased capital expenditure, and, therefore, a greater call for return on capital, while the men cannot be relied upon to utilise the plant to its highest producing capacity. At no time is this lesson more important than at present, when every effort must be put forth in order, as Sir William Beardmore pointed out, to obviate Britain falling behind in the struggle for supremacy.—*Engineering.*

ARE YOU GOING ON A JOURNEY.

CHAMBERLAIN'S Colic, Cholera and Diarrhœa Remedy should be packed in your hand luggage when going on a journey. Change of water, diet, and temperature all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamship. It may save much suffering and inconvenience if you have it handy. For sale by all Chemists and Storekeepers.

TYPHOON WARNINGS.

The following telegram was received at the American Consulate General from the Manila observatory at 12.45 p.m. yesterday:—

Cyclone or Typhoon near or over Bashi Channel, moving W.N.W.

The following telegram was received at 1?.45 p.m. to-day.

Cyclone or Ty hoon, near or over the southern part of Formosa Channel, moving W.N.W.

THE N. Y. K. COLLISION CASE.

In Admiralty Jurisdiction of the Supreme Court this morning the acting Chief Justice (Mr. Justice Gompertz) with Commander Beckwith R. N. sitting as assessor, continued the hearing of the action by the Nippon Yusen Kaisha as owners of the ship Jinsen Maru against the ship Wing Sang and freight for the sum of $30,000 for damages occasioned by a collision which took place in the Tathong Channel, near Lamtong Island on February 14. The plaintiffs also claimed costs of the action. There was a counter claim by the Indo-China Steam Navigation Company, owners of the s.s. Wing Sang, for damages arising out of the same collision.

Mr. Eldon Potter (instructed by Mr. E. J. Grist, of Wilkinson and Grist) represented the N. Y. K.; and Mr. E. H. Sharp K.C. (instructed by Mr. Davidson, of Hastings and Hastings) represented the Indo-China Steam Navigation Company.

Mr. Sharp, K.C., said the only way of dealing with the case was by going through the evidence on both sides seriatim. It would be remembered that he opened the case as against the Jinsen Maru, under two heads, viz., before sighting and after sighting, because on sighting a new situation arose altogether. Regarding the case before sighting, the primary point was the speed of the Jinsen Maru in the fog, which was the basis of the case to a very large extent, because it put her in the position of suddenly emerging from the fog. There was conflict of evidence in the speed at which the Jinsen Maru left the fog and regarding her speed at the moment she struck the Wing Sang. The evidence of the captain of the Jinsen Maru did not differ materially from that of the other witnesses, when he said on first sighting, the Jinsen Maru was going about two knots. The evidence on the other side was that the Jinsen Maru emerged from the fog at five or six knots an hour, and the witnesses for the Wing Sang also said the engines of the Jinsen Maru were reversed at only a length away, which reduced the speed to the extent of about one knot. The speed at the impact would be about 4½ knots that was putting forward the lowest calculation on the evidence. Mr. Sharp K.C. argued that the evidence of Mr. Miller, one of the passengers, was fatal as to the position of the Wing Sang and her speed.

Mr. Sharp, K.C., said if the Wing Sang was in the position then alleged, apart from regulations, but as a matter of commonsense and prudence, she would have kept on, and it would have been nothing short of suicide to do as she did in that case.

The hearing was again adjourned.

POLICE STATION TRAGEDY.

Inquiry Into Death of A European Constable.

Mr. Wood, sitting as coroner, this afternoon conducted an Inquiry into the circumstances attending the death of Ralph Millar, an European constable, who died on the 4th inst. under tragic circumstances from a revolver shot at the Central Police Station.

Deputy Captain Superintendent King conducted the case.

Dr. Bell, Superintendent at the Government Civil Hospital, said the deceased on admission to the hospital was moribund and died apparently from internal hemorrhage. He had a bullet wound on the left side and another one, the wound of exit, on the right side of the spine. He died shortly after admission.

Armoury Sergeant G. W. Avery, of the Central Police, said he examined the Webley Scott automatic pistol a week later. He found the weapon was defective. The hammer would fall down under any heavy pressure, so that the hammer came down when the catch was at "Safe." The hammer was not locked by the safety catch, only the trigger. He ascribed the falling of the hammer under pressure probably to dirt or to the fact that the hammer was not properly in its bed. The scar contacting the hammer was a little worn due to continual working of the trigger.

Answering Mr. King witness said he had never discovered a defect in a Webley Scott automatic since they had been issued to the police.

Evidence was given by several police officials who were present at the Police Station when the tragedy occurred.

Mr. Wood, in giving his decision, said that deceased met his death by accident caused through the discharging of a defective pistol.

SIBERIAN DEVELOPMENT.

Big Railway Scheme.

French financiers have secured a concession to construct in Southern Siberia a trunk railway line. The latter will be 1,300 miles long and will cost £16,000,000.

Thirty Siberian farmers, representing the butter trade, have arrived in London to study British agricultural methods and co-operative systems.

KEEP IT HANDY

IMMEDIATE relief is necessary in attacks of diarrhœa. Chamberlain's Colic, Cholera, and Diarrhœa Remedy should always be on hand. For sale by all Chemists and Storekeepers.

Weismann's

For BREAD

Weismann's

For CAKES

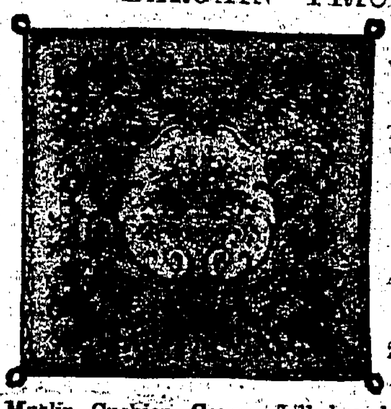
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VALUE IN CUSHIONS.

Tapestry top with sateen back well filled.

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And in better qualities at

2.25 2.75 EACH.

Muslin Cushion Covers frilled and Embroidered

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A New Line of Embroided Crash Covers.

SALE PRICE 2.00 EACH.

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Martell's Brandies

There is nothing too good for Britain's Navy, which probably explains why the Admiralty have selected Martell's for their Fleets.

Martell's V.V.S.O.P. Superior Liqueur

Per Case 1 dozen Quarts $96.00

Martell's V.S.O.P. Liqueur

Per Case 1 dozen Quarts 54.00

Martell's Three Star Liqueur

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Martell's One Star Liqueur

Per Case 1 dozen Quarts 26.00

For Local Consumption Duty must be added to above prices.

SPECIAL TERMS GIVEN FOR LARGE ORDERS.

SOLE AGENTS

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TEL. No. 135.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMER	To Sail	REMARKS
LONDON, via USUAL PORTS OF CALL	ORIENTAL, Capt. A. L. VALENTINI,	About 18th Aug.	See Special Advertisement
LONDON & ANTWERP, via SUEZ, PENG, CHEO, PORT SAID & MARSEILLES	NILE, Capt. H. POWELL,	About 10th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NUBIA, Capt. F. J. FOX,	About 20th Aug.	Freight and Passage.
SHANGHAI	ARCADIA, Capt. S. BARCHAM,	About 27th Aug.	Freight and Passage.

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E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office.

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VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

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FOR VANCOUVER.

From Hongkong.

MONTEAGLE.....WEDNESDAY, Sept. 9.
EMPRESS OF INDIA.....WEDNESDAY, Sept. 16.
EMPRESS OF ASIA.....WEDNESDAY, Sept. 30.

Steamships leave HONGKONG at 12.00 Noon.

The "EMPRESS OF RUSSIA and "EMPRESS OF ASIA are new quadruple screw 21 knot turbine steamers of 18650 tons gross—30,695 tons displacement—the finest, fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.

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"EMPRESS OF RUSSIA / "EMPRESS OF ASIA — Optional Atlantic Port £71.10.
"EMPRESS OF INDIA / "EMPRESS OF JAPAN — do do £85.

"MONTEAGLE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Ports.....£43.
" Boston or New York.....£45.
Meals and sleeping car across Canada not included in any of above rates. If required such will cost £8 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over privileges at the various points of interest en route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:		FROM COLOMBO.
29th August.	Connecting with "SURAT"	17th September.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong S.S. "SALAMIS" on 25th of October.

FIRST CLASS ACCOMMODATION FOR PASSENGERS
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.
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HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast).

FOR NEW YORK.

S.S. ST. EGBERT.....on or about 25th August.

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TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.
AND "APCAR LINE."
Proposed Sailings from Hongkong

Steamer from Hongkong.	On or about	Connecting at Calcutta with	on or about
LAISANG	Aug. 20.	"UMFULI"	Sept. 15.
G. APCAR	Aug. 21.		
FOOKSANG	Aug. 24.		
DUNERA	Aug. 31.		

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Regular Service of Steamers between Japan, Hongkong, Singapore Batavia, Samarang and Sourabaya.

		Sailing
S.S.	HOKUTO MARU, For S'pore, Batavia, C'bon, Samarang & Sourabaya	2nd Aug.
S.S.	BANRI MARU, For Moji & Kobe	6th Sept.
S.S.	RIOJUN MARU, For S'pore, Batavia, C'bon, Samarang & Sourabaya	22nd Sept.

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MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons. MANCHURIA 27000 tons.
KOREA 18000 tons. SIBERIA 18000 tons.
CHINA 10200 tons. NILE 11000 tons.
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Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

S.S. †MANCHURIA	Sailing	TUESDAY,	18th August, 1 p.m.
S.S. MONGOLIA	"	TUESDAY,	15th Sept., Noon.
S.S. KOREA	"	TUESDAY,	6th Oct., 1 p.m.
S.S. SIBERIA	"	TUESDAY,	13th Oct., Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

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Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed.	Leave Hongkong
NIPPON MARU*	11,000-18 knots	Tuesday, 8th September.
†TENYO MARU	22,000-21 knots	From Nagasaki 15 Sept.
†SHINYO MARU	22,000-21 knots	Tuesday, 22nd Sept.
†CHIYO MARU	22,000-21 knots	Tuesday, 20th Oct.

Steamers via Shanghai† will be despatched at NOON.
" " Manila * " " " at 10.30 A.M.

FIRST CLASS to	London	£71-10.	Return (6 months)	£120.
FIRST CLASS to	New York	£80.	"	£96-10.
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Steamer.	Displacement Tons & Speed.	Sailing.
SEIYO MARU	14,000-14 knots	Saturday, 3rd October.

For full particulars as to Passage and Freight apply to

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MARSEILLES, via Ports (or call)	AMAZONE, PAUL LECAT,	

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS by rail.—
Circular tickets to Europe via SUEZ and SIBERIAN ROUTE and vice versa delivered here.—

For further particulars apply to

P. THOMAS, Agent,

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.



MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE		August 28th at 10 a.m.
ST. ALBANS	August 22nd	Sept. 18th at 10 a.m.
EASTERN	September 12th	October 9th at 10 a.m.

THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

SHIPPING

CHINA NAVIGATION CO., LD

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SHANGHAI	LIANGCHOW	Aug. 17, at 3 p.m.
MANILA, CEBU & ILOILO	CHINHUA	Aug. 18, at 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	KAIFONG	Aug. 19, at 10 a.m.
MANILA, CEBU & ILOILO	TAMING	Aug. 25, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. 'LINTAN' and S.S. 'HANUL'

MANILA LINE. Twin Screw Steamers 'Chinhua,' 'Taming,' & 'Tean.' Excellent saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean.'

SHANGHAI AND TSINGTAU LINE. The Twin Screw Steamers 'Anhui,' 'Chenan,' 'Shachaing' and the s.s. 'Kanchow,' 'Liangchow,' 'Luchow,' and 'Yingchow,' having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

REDUCED FARES:—
Hongkong to Shanghai:—Single $45. Return $75.
Hongkong to Tsingtau:—Single $75. Return $125.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Telephone No. 36. AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

For	Steamer	To Sail.
*†SHANGHAI, KOBE & MOJI	YATSHING	SATURDAY, Aug. 15, at Noon.
* MANILA	LOONGSANG	SATURDAY, Aug. 15, at 2 p.m.
† SHANGHAI	WOSANG	TUESDAY, Aug. 18, Daylight.
*YOKOHAMA, KOBE & MOJI	NAMSANG	THURSDAY, Aug. 20, at Noon.
*SINGAPORE, PENANG & CALCUTTA	LAISANG	THURSDAY, Aug. 20, at 2 p.m.
* MANILA	YUENSANG	SATURDAY, Aug. 22, at 2 p.m.
*SINGAPORE, PENANG & CALCUTTA	FOOKSANG	MONDAY, Aug. 24, at 2 p.m.

RETURN TOURS TO JAPAN.

THE steamers *Kutsang, Namsang & Laisang* leave about every 3 weeks for Shanghai and Japan returning via Kobe (inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the *Fooksang, Kumsang, Loansang* and *Suisang* leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei & Tangtau.

‡ Taking Cargo on through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE.—HOMEWARD.

For	Steamer.	Date of Departure.
LONDON & ANTWERP	'CARNARVONSHIRE'	About 31st August.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.....'MERIONETHSHIRE'...About 8th September.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.....'CARDIGANSHIRE'...About 30th September.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. TANDA, 6,500 tons, Capt. ——, will be despatched for YOKOHAMA, KOBE and MOJI on 29th August.
S.S. TAKADA, 6,800 tons, Capt. Robins, will be despatched for SHANGHAI, YOKOHAMA, KOBE and MOJI on 4th September.

WESTWARD.

S.S. G. APCAR, 4,600 tons, Capt. J. R. O'Sullivan, will be despatched for SINGAPORE, PENANG & CALCUTTA on 21st August.
S.S. DUNERA, 5,389 tons, Capt. E. G. M. Dickinson, will be despatched as above on 31st August.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage apply to

DAVID SASSOON & CO., LTD.
AGENTS.

SHIPPING

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, COLOMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *ORIENTAL*, Capt. A. L. VALENTINI, carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 15th August, at NOON, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Egypt* from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the s.s. *Arabia* due in London on 26th Sept, 1914.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent
Hongkong, August 1, 1914.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE COMPANY, LTD.,
and
THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1913. £22,561,288.

I—Authorised Capital	£6,000,000
Subscribed Capital	£4,500,000
Paid-up Capital	£3,437,500
II—Fire Funds	3,894,114
III—Life & Annuity Funds	15,136,180
Sinking Fund Account	88,612
	£22,561,288
Revenue Fire Branch	2,567,156
" Life and Annuity Branches	1,273,264
Revenue Marine Department	262,692
Other Receipts	430,193
	£26,233,312

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO
Agents.

SIEN TING.
Surgeon Dentist.
No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE
Consultation Free.

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION

The Chinese Mail
華字日報

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM VARIOUS PORTS IN CHINA AND JAPAN

$8.50 per Annum *delivered in Hongkong*
$12.50 to *all Coast Ports.*

5, WELLINGTON STREET, HONGKONG

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CHINA MAIL
Typhoon Map & Guide.

PRICE - - - - 40 cents.

DON'T Forget after the Show, Supper and Light Refreshments
ALEXANDRA CAFE,
Open Till Midnight.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "Oriental" leaves Yokohama	Steamers to Colombo	Leave Shanghai	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due at Marseilles	Due at Plymouth (London 1 day later)
p.m. Thurs.		p.m. Tues.	noon Satur.		Saturday	Friday
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	DELTA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18
Aug. 20	HIMALAYA	Aug. 25	Aug. 29	MALWA	Sept. 26	Oct. 2
Sept. 3	ARCADIA	Sept. 8	Sept. 12	MOREA	Oct. 10	Oct. 16
					Friday	Thursday
Sept. 17	ASSAYE	Sept. 22	Sept. 26	MALOJA	Oct. 23	Oct. 28
Oct. 1	DEVANHA	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12

THE ATTENTION of Passengers is drawn to the **Accelerated Arrival** of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:—

LONDON.

1st SALOON	"A"	Accommodation	SINGLE	£85.	RETURN	£97.
	"B"	"	"	£59.	"	£39.
2ND SALOON	"A"	"	"	£44.	"	£86.
	"B"	"	"	£40.	"	£80.

MARSEILLES.

1st SALOON	"A"	Accommodation	SINGLE	£61.	RETURN	£91.
	"B"	"	"	£55.	"	£83.
2ND SALOON	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS,

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave Yokama	Leave Shanghai	Leave H'kong	Leave Spore	Due at Marseilles	Due at London
	about	about	about	about	about	about
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3
MALTA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 18
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 29

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON £50 SINGLE: £75 RETURN.

2ND " £36 " £52 "

FARES TO MARSEILLES:

1st Saloon £43 Single.

2nd Saloon £33 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A **SURTAX OF 10%**.

For further particulars apply to

E. A. HEWETT,
Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS. Displacement	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID...	KATORI MARU, Capt. Murai, Tons 20,000	WEDNESDAY, 26th August, at 10 a.m.
	KAMO MARU, Capt. Shimizu, Tons 16,000	WEDNESDAY, 9th Sept. at 10 a.m.
VICTORIA, B.C., & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.....	SADO MARU, Capt. Asakawa, Tons 12,500	TUESDAY, 25th August at 4 p.m.
	YOKOHAMA MARU, Capt. S. Wada, Tons 12,500	TUESDAY, 8th Sept. at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Capt. Soyoda, Tons 9,300	WEDNESDAY, 26th Aug. at Noon
	TANGO MARU, Capt. Sekine, Tons 13,500	WEDNESDAY, 23rd Sept. at Noon.
BOMBAY via SINGAPORE AND COLOMBO.....	COLOMBO MARU, Capt. Sakamoto, Tons 5,000	MONDAY, 17th August.
KOBE & YOKOHAMA	MISHIMA MARU, Capt. F. L. Sommer, Tons 15,000	THURSDAY, 27th August at 11 a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KIRIN MARU, Capt. Nakamura, Tons 5,000	WEDNESDAY, 26th August.
NAGASAKI, KOBE AND YOKOHAMA	TANGO MARU, Capt. Sekine, Tons 9,600	TUESDAY, 25th August at 5 p.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON..	CEYLON MARU, Capt. Naguchi. Tons 12,500	SATURDAY, 22nd August.

¶ Fitted with new system of wireless telegraphy. † Cargo only.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS,

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1914.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return
1st class	$135	$122	$108	$95.
2nd class	$ 81	$ 75	$ 65	$57.

With option of Rail between Steamer's calling Ports in Japan.

For farther informat on apply to

T. KUSUMOTO *Manager.*

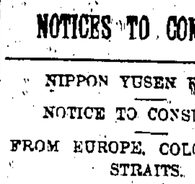
Telephone No. 292.

SHIPPING

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)



THE AMERICAN LINE TO TACOMA AND SEATTLE

in connection with

THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY

VIA KEELUNG, MOJI, OR SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, YOKOHAMA & VICTORIA, B.C.

S.S. 'PANAMA MARU' †....Capt. J. Kanao.....Wednesday, 19th Aug. at 4 p.m.

S.S. 'SEATTLE MARU' ‡...Capt. T. Saito. .....Thursday, 3rd Sept. at 4 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

S.S. 'SAIGON MARU'.....Capt. T. Yamaguchi.....Tuesday, 25th Aug., a.m.

FOR FOOCHOW VIA SWATOW AND AMOY.

S.S. 'KAIJO MARU'.....Capt. Y. Yamamoto.....Wednesday 26th Aug., at 2 p.m

FOR TAMSUI VIA SWATOW AND AMOY.

S.S. "DAIGI MARU".....Capt. S. Tokushige.....Sunday 16th August, at Noon.

S.S. 'DAIJIN MARU'.....Capt. K. Murakami.....Sunday 23rd August, at Noon.

FOR ANPING AND TAKOW VIA SWATOW AND AMOY.

S.S. 'SOSHU MARU'.....Capt. K. Hattori .....Wednesday, 19th Aug., at 10 a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for first Class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:—

Y. ASAI, *Manager,*
Second Floor No. 1, Queen's Building.

NOTICES TO CONSIGNEE

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship KASHIMA MARU,

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-DAY.

Goods not cleared by the 18th August will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, August 11, 1914. 919

'BEN' LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship BENLOMOND,

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th August, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 24th August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th August at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBE, LIVINGSTON & Co.,
Agents,

Hongkong, August 10, 1914. 915

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. *LENNOX.*

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns where they will be examined on the 17th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, August 10, 1914. 916

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of Cargo per Steamship MANCHURIA

The above-mentioned vessel having arrived Consignees of Cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignee's risk and expense.

Cargo remaining on board THURSDAY, August 13th, 1914, at 5 p.m. will be subject to landing charges and if undelivered MONDAY, August 17th, 1914 at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on MONDAY, August 17th, 1914, at 10 A.M.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignee and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before September 10th, 1914, otherwise they will not be recognized.

R. C. MORTON.
Agent.

Hongkong, August 10, 1914. 917

AGENTS.

LONDON:—F. ALGAR, 11 & 2 *Clements Lane, Lombard Street* E.C. J. B. BROWN & Co., Ltd., 163 *Queen's Road, Victoria St.* CLARKE, SON & PLATT, 35 *Gracechurch St.*, E.C. G. STREET & Co., Ltd. 30 *Cornhill.* GORDON & GOTCH, 15 *St. Bride St.*, E.C. ROBERT WATSON, 157, *Fleet Street.* C. MITCHELL & Co., *Snow Hill, Holborn Viaduct.* E.C. D. J. KEYMER & Co., 2 *Whitefriars St.*, E.C. MATHER & CROWTHER, Ltd., 10 11, 12 *New Bridge St.*, E.C.

SCOTLAND:—FRED. L. SIMONS, 8 *North St. David Street, Edinburgh.*

PARIS AND EUROPE, MAYENCE FRERE & Co., 18 *Rue de la Grange, Batelle Paris*

NEW YORK:—T. L. BROWNE, LTD., *Æolian Hall, West 42nd Street,* New York City.
THE CHINESE EVANGELIST OFFICE, 52 *West 22nd Street.*

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney.*

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo.*

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore.*

PHILIPPINE ISLANDS:—A. S. WATSON & Co., *Manila.*

CHINA:—*Canton*, FARELL & Co., *Foochow* BROOKER & Co., *Shanghai*, KELLY & WALSH, LTD., *Yokohama*, KELLY & WALSH, LTD.

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THE
CHINA MAIL
Typhoon Guide
PRICE 20 cents.

OYSTERS: Fresh, Fried or Steward, Findon Haddicks, Kippers, &c.
ALEXANDRA CAFE.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, August 13th, 1914.
At 100 cents per Dollar Mexican.

Butcher Meat.

		Cts.
Beef Sirloin & Prime Cut—Mei Lung Pa	lb	22
" Corned—Ham Ngau Yuk	"	24
" Roast—Shiu "	"	22
" Brisket—Ngau Lam "	"	18
" Soup—Tong Yuk "	"	20
" Steak—Ngau Yuk Pa	"	22
" " Sirloin Cotom—Ngau Lau	"	30
" Sausages—Ngau Chaung	"	26
Bullock's Brains— " Know	per set	10
" Tongue fresh—Ngau Li	each	60
" " corned—Ham Ngau Li	"	60
" Head—Ngau Tau	"	$1.20
" Heart—Ngau Sum	lb	15
" Hump, Salt—Ngau Kin	"	22
" Feet—Ngau Kark	each	10
" Kidneys—Ngau Yiu	"	10
" Tail—Ngau Mei	"	20
" Liver—Ngau Kon	lb	15
" Tripe (undressed)—Ngau To	"	6
Calve Head & Feet—Ngau-chai-tau-kark	set	21
Mutton Chop—Yeung Pei Kwat	lb	25
" Leg—Yeung Pei	"	25
" Shoulder—Yeung Shau	"	24
Pigs Chitlings—Chu Chong	"	27
" Brains—Chu Know	per set	24
" Feet—Chu Kark	lb	12
" Fry—Chu Chak	"	3
" Head—Chu Tau	"	17
" Heart—Chu Sum	each	10
" Kidneys—Chu Yiu	"	8
" Liver—Chu Con	lb	24
Pork, Chop—Chu Pai Kwat	"	23
" Leg—Chu Pai	"	27
" Fat or Lard—Chu Yau	"	—
Sheeps' Head and Feet—Yeung Tau Kark	set	65
" Heart—Yeung Sum	each	10
" Kidneys—Yeung Yin	"	25
" Liver—Yeung Con	lb	25
Sucking Pigs, To Order—Chu Chai	"	2
Suet, Beef—Sang Ngau Yau	"	18
" Mutton—Sang Yeung Yau	"	24
Veal—Ngau Chai Yuk	"	19
" Sausages—Ngau Chai Cheong	"	20

Poultry.

		Cts.
Chicken—Kai Chai	"	30
Capons, Large, Small—Sin Kai	"	32
Ducks—Ap	"	20
Doves—Pan Kau	"	18
Eggs, Hen—Kai Tan	per doz	20
Fowls, Cantn—Kai	lb	35
" Hainan—Hoi Nam Kai	"	30
Geese—Ngo	"	24
Geese Wild S'hai—Shang-hoi Yea Ngo	pair	—
Musk Deer—Wong Keng	each	—
Hare, Shanghai—Tu Chai	"	—
Partridge—Che Khoo	"	—
Pheasant—Shan Kai	pair	—
Pigeons, Canton—Pak Kup	each	30
" Hothow—Hoi How Pak Kup	"	24
Quail—Um-Chun	"	—
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa-Choy	each	—
Turkeys Cock—Phor Kai Kung	lb	60
" Hen " Na	"	45
Wild Ducks, S'hai—Shang-hoi Sui Ap	"	—
Teal—Sui Ap Chai	"	—
Wild Ducks Canton—Sang-Shing Su Ap	"	—

Fish.

		Cts.
Garbel—Ka Yu	lb	18
Bream—Tin Yu	"	12
Canton Fresh Water Fish—Hoi Fin Yu	"	16
Carp—Li Yu	"	24
Catfish—Chik Yu	"	17
Codfish—Mun Yu	"	19
Crabs—Hai	"	22
Cuttle Fish—Muk Yu	"	18
Dab—Sa Mang Yu	"	12
Dace—Wong Mei Lun	"	14
Dog Fish—Tit To Sa	"	7
Eels, Conger—Hoi Mann	"	14
" Fresh water—Tam Sui Yu	"	22
" Yellow—Wong Sin	"	24
Frogs—Tien Kai	"	32
Garoupa—Sek Pan	"	55
Gudgeon—Pak Kap Yu	"	17
Herrings—Tao Pak	"	20
Halibut—Cheung Kwan Kap	"	30
Labrus—Wong Fa Yu	"	21
Loach—Wu Yu	"	28
Lobsters—Lung Ha	"	30
Mackerel—Chi Yu	"	23
Monk Fish—Mong Yu	"	35
Mullet—Chai Yu	"	20
Oysters—Sang Ho	"	24
Parrotfish—Kai Kung Yu	"	19
Perch—Tau Loo	"	22
Pike—Fa Paw Pong	"	13
Plaice—Pan Yu	"	13
Pomfret, Black—Hak Chong	"	26
Pomfret, White—Pak Chong	"	35
Prawns—Ming Ha	"	56
Ray—Pai Pe Sa	"	12
Rock Fish—Sek Kau Kong	"	18
Roach—Chun Yu	"	12
Salmon—Ma Yau	lb	35
Shark—Sa Yu	"	10
Skate—Po Yu	"	12
Shrimps—Ha	"	28
Snapper—Lap Yu	"	35
Soles—Tat Sa Yu	"	32
Tench—Wan Yu	"	20
Turbot—Cho How Yu	"	18
Turtles, small, fresh water—Kirk Yu	"	65
White Bait—Ngau Yu Tsai	"	—

菓子

		Cts.
Almonds—Hang Yan	lb	30
Apples (California)—Sam San Ping Kow	"	25
" (Chefoo)—Tin Chun Ping Kwo	"	—
" Small—Hoi Tong	"	—
" Custard—Fan Lai Chi	each	—
Bananas, fragrant, Canton—San Shing Heung Chiu	lb	4
Bananas, (brides), Macao—San Heung Chiu	"	4
Chestnuts, Chinese—Foong Lut	"	—
Carambola—Yeung Tse	"	10
Cocoanuts—Yeh Tse	each	12
Lemons, China—Ning Moong	lb	6
" America—Kum Sen Ning Moong	"	8
Lichees Dried—Lai Chi, small Stone	lb	30
" Fresh—	"	—
Limes, (Saigon)—Sai Kung Ling Moong	each	8
Mango, Manila—Lui Sung Mong	"	—
Mangosteens—San Chuk Tse	doz	—
Oranges, (Canton)—San-shing Tim Chung	lb	5
Oranges Sweet—Tim Ching	"	—
Pears, (American)—Kam San Shoot La	"	—
" (Canton) Cooking—Sa Lay	"	10
Peanuts—Fa Sang	"	10
Persimmons Large—Hung Tsz	"	20
Pine-apples, 1st quality—Poon Ti Paw Law	each	12
" 2nd " —Chung-tang Paw Law	"	10
Plantain—Tai Chew	lb	3
Plums—Swatow, Hung Lai	"	10
Pumelo, Siam—Chim Lo Yan	each	16
" Shanghai—Lo Kwat	"	—
Walnuts—Hop To	lb	15
" Green—Sang Hop To	"	—
Water Melon—Kom San Sai Kwa	each	5
" (China) Sai Kwa	"	—
Grapes—Sang Po Tai Tse	"	—

菜蔬

Vegetables, &c.

		Cts.
Artichokes, Shanghai—Sheung-hoi Ah Chi Cheuk	lb	8
Beans, (French), Macao—Ob Moon Pin Tau	"	—
" (French), Shanghai—Sheung Hpi Pin Tau Nga	"	—
" Sorcun—Ah Choi	"	5
" Long—Tau Kok	"	8
Beet Root—Hung Choi Tau	each	8
Brinjals, Green—Ching Yon Ka	"	8
" Red—Hung Ker	"	6
Cabbage, Chinese, com—Kai Choi	"	10
Cabbage Red—Hung Yak Choi	"	—
Cabbage, Shanghai—Yak Choi	"	15
Cane Shoots, cunch—Kau Shun	lb	10
Cauliflower, Large size—Tai Yeh Choi Fa	each	—
" Medium size—Cheung Yeh Choi Fa	"	—
" Small size—Sai Yeh Choi Fa	"	—
Carrots—Kam Shun	"	6
Celery, Chinese—Tong Kau Choi	"	12
" Ear ish—Yeung	"	—
Chillies Dried—Gon Lat Chiu	"	30
" Red—Hung Far	"	25
" Green—Ching Lat Chiu	"	12
Curry Stuff, English—Ka Lee Chu Liu	"	10
Cucumbers—Ching Kwa	"	8
Bitter Squash—Fu Kwa	"	8
Garlic—Sun Tau	"	8
Ginger, young—Sun Tse Keung	"	5
" old—Lo Keung	"	12
Horse Radish, S'hai—Lik Kan	"	15
Indian Corn—Suk Mat	"	9
Lettuce—Yeung Sang Choi	"	—
Water Chesnuts—Ma Tai	lb	6
" Mandarin—Kwai Lum Ma Tai	"	8
Mushrooms, Fresh—Sang Cho Koo	"	3
Musk Melon American—Kam-sai Heun Kwa	each	—
Okroes	lb	12
Onions, Bombay—Yeung Chong Tau	"	8
" Green—Sang Chong	"	6
" Shanghai—Shang-hoi Chong Tau	"	5
Papaw, 1st qual—Tai Man Sau Kwo	each	—
" 2nd " Chung	"	—
Parsley—Kun Choi	"	8
Green Peas—Chin Tau	lb	—
Potato Sweet—Fan Shu	"	3
" Shanghai—Shang-hoi Shu Tsai	"	—
" Japan—Yut Poon Shu Tsai	"	3
" American—Ya Ki	"	8
" Foochow—Fook-chow Shu Tsai	"	—
Pumpkin—Tong Kwa	"	4
Radish—Hung Lo Pak Tsai	"	5
Rhubarb (Fresh)—Tai Wo	"	—
Sage—Ise So	"	—
Shallots—Gon Chung Tau	"	9
Spinach—Yin Choi	"	5
Tomatoes—Fan Ker	"	8
Taros—Wu Tau	"	6
Turnips, Punti (Long)—Lo Pak	"	5
" English—Yeung Lo Pak	"	—
Vegetable Marrow—Chit Kwa	"	3
" (American)—Kam-sai Chit Kwa	"	—
Water Cress—Sai Yeung Choi	"	12
" Lily root—Lin Ngau	"	8
Yams—Tai Shu	"	6

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

R. W. HAMILTON,
Secretary Sanitary Board.

TO LET

TO LET.

BOARD and Residence in private family on upper Level.
Apply "PAX".
c/o "CHINA MAIL" Office.
Hongkong, August 13, 1914. 921

TO LET.

LARGE AIRY HOUSE containing 18 rooms at the back of Electric Tramway Company suitable for big family or private boarding house, 3 Godowns facing Bowrington canal. Moderate terms.
Apply to,
A. G. HEWLITT,
Architect No. 22, Queen's Rd. Central.
Or The Lau Tai Insurance Co.
54 Bonham Strand East.
Hongkong, August 5, 1914. 904

TO LET.

From 1st September, 1914.
IN CANTON on SHAMEEN Lot 55. The premises now in the occupation of the BANK OF TAIWAN LD.
Apply to,
DAVID SASSOON & Co. Ld.,
Hongkong.
Hongkong, August 5, 1914. 899

TO LET.

LARGE airy front room on upper level—cool—well furnished—good view of the harbour.
Apply "X.X.X."
C/o 'CHINA MAIL' Office.
Hongkong, August 11, 1914. 920

TO LET.

HOUSES IN KOWLOON, Furnished or Unfurnished. Immediate possession.
Apply to:—
SPANISH DOMINICAN PROCURATION.
Hongkong, August 10, 1914. 911

TO LET.

GODOWN in ICE HOUSE STREET.
Apply HONGKONG ICE Coy., LTD.
Hongkong, May 21, 1914. 643

TO LET.

LA HACIENDA E.', No. 74, Mount Kellett Road.
Apply CHATER & MODY,
No. 5, Queen's Road Central.
Hongkong, April 2, 1914. 415

TO LET.

TO BE LET from 1st August, AIMAI VILLAS No. 3, Austin Avenue, Kowloon, comprising 5 big airy rooms etc.
Apply to,
PATELL & Co.
79, Wyndham Street.
Hongkong, August 5, 1914. 903

TO LET.

TOP FLAT HUMPHREYS BUILDINGS, Kowloon. Immediate occupation if desired.
Apply to
HUMPHREY'S ESTATE & FINANCE Co., LTD.
Alexandra Buildings.
Hongkong, August 1, 1914.

QUEEN'S BUILDING.

TO LET the South West portion of the First Floor, including Treasury on Ground Floor, lately in occupation of the GERMAN BANK.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, June 16, 1914. 73

TO LET.

OFFICES in HOTEL MANSIONS, From 1st September next.
Apply to:—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, July 7, 1914. 802

TO LET.

3 ROOMS, suitable for Offices, on the Ground Floor of Bello Buildings, 31, Wyndham Street.
Apply to—
P. A. XAVIER,
Care of Hongkong Printing Press.
Hongkong, July 11, 1914. 818

KEATING'S
WORM TABLETS
A purely Vegetable Sweetmeat
Sold in Tins and Bottles only
Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for Intestinal or Thread Worms. Perfectly safe, mild, and especially adapted for children.
To be obtained of all Druggists.
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IF you happen to be late your meals will be Courteously and Promptly served just the same. Only at the ALEXANDRA CAFE.

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VESSELS IN STEEL OR WOOD, STEAM OR MOTOR DRIVEN, TUGS, BARGES, STEAM OR OIL LIGHTERS, LAUNCHES, MOTOR YACHTS AND HOUSEBOATS.

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SMART STEAM LAUNCH FOR SALE OR HIRE.

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POLYBRILLIANT METAL POMADE
NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES
JOHN OAKEY & SONS, LIMITED, "WELLINGTON MILLS, LONDON."

Vessels Advertised as Loading.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
Australian Ports, &c.	Empire	Gibb Livingston & Co.	Aug. 23, at 10 a.m.
Australia Ports, &c.	St. Albans	Gibb Livingston & Co.	Sept. 18, at 10 a.m.
Australia Ports, &c.	Eastern	Gibb Livingston & Co.	Oct. 9 at 10 a.m.
B'bay, v. S'pore, C'bo.	Saigon Maru	Osaka Shosen Kaisha	Aug. 25, a.m.
B'bay v. S'pore & C'bo	Colombo Maru	Nippon Yusen Kaisha	August 17.
Honolulu via Japan &c	Seiyo Maru	Toyo Kisen Kaisha	October 3.
Japan & Seattle	Minnesota	Great Northern S.S. Co	November 14.
Kobe & Yokohama	Atsuta Maru	Nippon Yusen Kaisha	Aug. 27, at 11 a.m.
London &c.	Oriental	P. & O. S.N. Co.	About Aug. 18
London & A'werp &c.	Nile	P. & O. S. N. Co.	About Aug. 19
London & Antwerp	Carnarvonshire	Jardine M'son Co. Ld.	About Aug. 31.
Manila, Cebu & Iloilo	Chinhua	Butterfield & Swire	Aug. 18, at 4 p.m.
Manila, Cebu & Iloilo	Taming	Butterfield & Swire	Aug. 25, at 4 p.m.
Manila	Loongsang	Jardine, M'son & Co, Ld	Aug. 15, at 2 p.m.
Manila	Yuensang	Jardine, M'son Co., Ld.	Aug. 22, at 2 p.m.
Manila, Australian Ports	Taiyuan	Butterfield & Swire	Sept. 16.
Marseilles via Ports	Amazone	Messageries Maritimes	
Marseilles, v. Ports	Paul Lecat	Messageries Maritimes	
Mar., London &c.	Katori Maru	Nippon Yusen Kaisha	Aug. 26, at 10 a.m.
Mar., London &c.	Kamo Maru	Nippon Yusen Kaisha	Sept. 9, at 10 a.m.
Moji & Kobe	Bani Maru	Dodwell & Co. Limited	Sept. 6.
New York	St. Egbert	Dodwell & Co. Limited	About Aug. 25
N'ki, Kobe & Y'hama	Tango Maru	Nippon Yusen Kaisha	Aug. 25, at 5 p.m.
Pakhoi & Haiphong	Kaifong	Butterfield & Swire	Aug. 19, at 10 a.m.
San Francisco, v. Japan	Manchuria	Pacific Mail S.S. Co.	Aug. 18, at 1 p.m.
San Francisco v. Japan	Mongolia	Pacific Mail S.S. Co.	Sept. 15, at Noon.
San Francisco v. Japan	Korea	Pacific Mail S. S. Co.	Oct. 6, at 1 p.m.
San Francisco, v. Japan	Nippon Maru	Toyo Kisen Kaisha	Sept. 5.
San Francisco v. Japan	Shinyo Maru	Toyo Kisen Kaisha	Sept. 22.
S'hai, Kobe & Y'hama	Cordillere	Messageries Maritimes	
S'hai, Kobe, & Y'hama	Polynesien	Messageries Maritimes	
S'hai, & Japan Ports	Nubia	P. & O. S. N. Co.	About Aug. 20.
S'hai & Japan Ports	Hirano Maru	Nippon Yusen Kaisha	Aug. 20.
S'hai, Kobe & Moji	[illegible]	D. Sassoon & Co., Ld.	August 28.
Shanghai	Liangchow	Butterfield & Swire	Aug. 17, at 3 p.m.
Shanghai	Wosang	Jardine, M'son & Co, Ld	Aug. 18, Daylight.
Shanghai	Arcadia	P. & O. S. N. Co.	About Aug. 27.
S'pore, P'ang, Calcutta	Laisang	Jardine M'son Co., Ld.	Aug 20, at 2 p.m.
S'pore, P'ang & Bombay	Ceylon Maru	Nippon Yusen Kaisha	Aug. 22.
S'pore, Sourabaya, &c.	[illegible] Maru	Osaka Shosen Kaisha	Aug. 16, at Noon.
S'pore & Sourabaya	Hokuto Maru	Dodwell & Co. Ld.	August 22.
Sydney, Melbourne &c.	Kumano Maru	Nippon Yusen Kaisha	Aug. 26, at Noon
Sydney, Melbourne &c.	Tango Maru	Nippon Yusen Kaisha	Sept. 23, at Noon.
Valparaiso via Japan	Panama Maru	Osaka Shosen Kaisha	Aug. 19, at 4 p.m.
Valparaiso via Japan	Seattle Maru	Osaka Shosen Kaisha	Sept. 3, at 4 p.m.
V'ria B.C., Seattle &c.	Sado Maru	Nippon Yusen Kaisha	Aug. 25, at 4 p.m.
V'ria B.C., Seattle &c.	Yokohama Maru	Nippon Yusen Kaisha	Sept. 8, at 4 p.m.
Vancouver (B.C.) &c.	Empress of Japan	Canadian Pac. Ry. Co.	Sep. 9.
Vancouver (B.C.) &c.	Empress of Russia	Canadian Pac. Ry. Co.	Sept. 16.
V'cver S'tle & Tacoma	Antilochus	Jardine, M'son & Co, Ld	About Sept. 8.
Y'hama, Kobe & Moji	Kutsang	Jardine, M'son & Co, Ld	Aug. 20, Daylight.

To-day's Advertisements

G. R.

PUBLIC AUCTION

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

TO-MORROW (SATURDAY),

the 15th August, 1914, at 12 noon on the premises at 59, Praya East, Ground Floor.

ELECTRICAL ACCESSORIES, MOTORS, DYNAMOS, BLACKSMITH TOOLS, FORGES, MACHINERY Etc.

TERMS:—As usual.

HUGHES & HOUGH,
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Hongkong, August 14, 1914. 925

GREAT NORTHERN TELEGRAPH COMPANY'S OFFICE AT HONGKONG.

UNCLAIMED TELEGRAMS.

Address	Station from
Alta Asterase	Unzen.
Chanching c/o Soonsengzhan Rice Street	Swatow
Chuncheong Wofungkai St.	Shanghai.
Chincheong Upper Circular	Swatow.
Findlay	Shanghai.
Pootiang Winglok Street	Swatow.
Singhingshing Westpoint	Swatow.
Wingleey	Kobe.
Wanchenhsin Yuinkee Bonham Strand	Hankow.
Yuenkee Queen's Road Central	Swatow.
Kondow	Osaka.
Kwarntyehua Takfoo Street	Swatow.
0838 啓 3088 源	Shanghai.
1795 德 6334 輔 6670 道 / 6398 足 6068 記	Swatow.

A. B. SORENSEN,
Acting Superintendent.

Hongkong, August 14, 1914. 924

LIST OF UNCLAIMED TELEGRAMS LYING IN THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO'S. OFFICE AT HONGKONG.

ADDRESS	STATION FROM
Chanchokpong Cheunyick Bonham Street	Penang.
Chiphuat	Singapore.
Chitaishun c/o Yuyunghong Chiliwen St.	Tientsin.
Choy	New York.
Chop Thyukee Howchunjeo	Kualalumpur.
Chunchiong	Ningpo.
Chushengchi	Foochow.
Everlang	Spokane.
Gan Yuen Des Voeux Road	Foochow.
Hockyan	Jolo.
Hoilan	Manila.
Jogubanbai Chiyomaru	Manila.
Kin Wai Shop	Foochow.
Kokwaiyun	Singapore.
Koulen Tailleur Menjeithong Road No. 148	Saigon.
Kwongtaiyuen 125 Connaught Road	Manila.
Newman Grand Hotel	Manila.
Pink, Harry	Manila.
South China Electrical Co.	London.
Somtay	Manila.
Tanikuchi Matsubara	Lucena P.I.
Wiagtontai	Panama.
Wankoechan	Singapore.
Xuongthopgan St. Xumvanbat No. 17	Cholon.
Yauon Caop Tailoychan 93 Connaught Road	Seremban.
Yecnum Second Story 11 Changsitee	Penang.
Yeuky	Faifo.

W. B. ELWES,
Superintendent.

Hongkong, August 14, 1914. 923

POST OFFICE NOTICES.

—Mails for Mediterranean Ports will be despatch when possible directed via Suez.

The s.s. *Chiyuen* with the Mail from London (via Siberia) of Tuesday, the 21st and Wednesday the 22nd ult., is due to arrive here on Friday, the 14th August.

The s.s. *Luchow*, with the mail from London (via Siberia) of Saturday, the 25th ult., is due to arrive here on Saturday, the 15th inst.

Mails will close for:—

PHILIPPINE ISLAND, AUSTRALIA, TASMANIA, and NEW ZEALAND via PORT DARWIN.
Per *Changsha*, at 10 a.m., on Saturday, the 15th Aug.

*SHANGHAI, *NORTH CHINA & *JAPAN Via *KOBE.
Per *Yatshing*, at 11 a.m., on Saturday, the 15th Aug.

PHILIPPINE ISLANDS.
Per *Loongsang*, at 1 p.m., on Saturday, the 15th Aug.

JAPAN Via YOKOHAMA.
Per *Tydeus*, at 2 p.m., on Saturday, the 15th Aug.

SHANGHAI & NORTH CHINA.
Per *Perseus*, at 4 p.m., on Saturday, the 15th Aug.

SWATOW.
Per *Haimun*, at 9 a.m., on Sunday, the 16th Aug.

SWATOW, AMOY & FORMOSA Via TAMSUI.
Per *Daigi Maru*, at 9 a.m., on Sunday, the 16th Aug.

SHANGHAI & NORTH CHINA.
Per *Liangchow*, at 2 p.m., on Monday, the 17th Aug.

SWATOW, AMOY & FOOCHOW.
Per *Haitan*, at 10 a.m., on Tuesday, the 18th Aug.

FORMOSA Via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN Via NAGASAKI, HONOLULU, UNITED STATES & SOUTH AMERICAN, CANADA Via SAN FRANCISCO.

(Europe via San Francisco.)

Per *Manchuria*, on Tuesday, the 18th Aug.
Registration 10.30 a.m.
Registration with late fee of 10 cents up to 11.00 a.m.)
Registered Kowloon P.O., 10 a.m.
Letters at 11 a.m.

***Specially superscribed correspondence only**

SHIPPING

ARRIVALS.

August 13.

Hupeh, British str., 1,951, A. Tucker, Saigon August 9, Rice.—BUTTERFIELD & SWIRE.

Shansi, British steamer, 1,228, Simons, Saigon Aug. 9, Rice.—BUTTERFIELD & SWIRE.

Mackinaw, American str., 2,005, W. G. Krebs, Saigon August 9, Rice and General.—SMITH.

Devawongse, British steamer, 1,047, C. W. Shearer, Saigon Aug. 9, Rice.—A. BUNE.

Linan, British str., 1,2?8, W. D. Jones, Amoy August 12, Ballast.—BUTTERFIELD & SWIRE.

Perseus, British str., 4,280, T. Robinson, Liverpool and Singapore Aug. 7, General.—BUTTERFIELD & SWIRE.

Childar, Norwegian steamer, 1,102, H. Nielsen, Bangkok August 4, Rice.—AAGAARD, THORESEN & Co.

Shikoku Maru, Japanese str., 990, Masuda, Naha August 6, Coal.—M. B. K.

August 14.

Haimun, British str., 641, A. H. Stewart, Swatow Aug. 13, General.—DOUGLAS STEAMSHIP Co., LD.

Hanoi, French steamer, 730, Ch. Le Chevalier, Hoihow August 13, General.—A. R. MARTY.

Eiker, Norwegian str., 875, E. Fingalsen, Dalny August 7, Beans, and Bean-oil.—CHINESE.

Fodo Maru, Japanese str., from Canton.

DEPARTURES.

August 14.

Minnesota, for Japan and Seattle.
Royal Prince, for Manila and New York.
Harima Maru, for Saigon.
Shinsei Maru, for Kobe.
Hue, for Kwang chow-wan and Haiphong.
Yei Maru No. 2, for Wakamatsu.
La rtes, for Saigon.
Aki Maru, for Keelung and Seattle.
Jason, for Shanghai and Dalny.
Taiyo Maru, for Canton.
Aldenham, for Melbourne.

PASSENGERS.

ARRIVED.

Per *Himalaya*, from London, &c., Mr Oberst, Mr Queskind, Mr K. S. Datal, Mr S. K. Hiptsolabhai, Mr M. Hassanally, Mr and Mrs F. Clayton, Mr Philmer, Mr Philmer, Jr., Mr J. A. Quadros, Mr K. Bottoms, Mr S. Parrett, Mrs Parrett, Mr J. C. Hennesy, Mr D. A. Brown, Mr S. M. Kirkpatrick, Mr M. R. Foster, Mr A. E. Mullaly, Mr J. Taws, Mr D. W. Fenner, Mr A. M. Airchall, Mr and Mrs J. C. G. Spooner, Mr L. A. Bund, Mr E. Connell, Mr M. H. Rees, Mr C. E. Norris, Mr C. C. Scott, Mr P. C. Potts, Mr L. B. Horne, Miss M. J. Clarke, Mr O. G. Anderson, Mr C. J. Surreys, Mr H. Beckton, Mr S. Rakusen, Mr B. H. Suxton, Mr E. W. Wilson, Col. and Mrs C. S. Baily, Mr D. B. Candy, Mr and Mrs F. W. Howl, Capt. H. G. Monteith, Mr J. C. Allan, Mr A. W. Freeman, Miss A. F. Miles, Mr E. Bateson, Mr and Mrs D. Kitovitz, Mr L. E. Illingworth, Mr and Mrs G. Stables, Mr H. P. Kaka, Mrs Kaka, Mr R. Mistry, Mr W. Harthill, Mr A. H. Cobb, Mr T. A. Wetherell, Mr K. Feindel, Mr Reinbeck, Mr A. J. Hughes, Mr K. S. Smith, Mr C. Myers, Mr S. H. Cook.

Per *Haimun*, from Swatow, Mr H. Murphy, Mr A. Botter, Rev. Father Veaux, Rev. Father Lasportes, Rev. Father Delorine, Rev. Father Pencoli, Rev. Father Raulk, Rev. Father Favre.

DEPARTED.

Per *Minnesota*, for Seattle, &c., Mr and Mrs Geo. Green, Mr and Mrs Edward Y. Lee, Mr and Mrs W. Olson, Mr W. Horner, Mr Finferr, Dr Leo Gee Wo, Miss Wiley, Mr Johansen, Mr A. S. Ellis, Mr F. S. McMurray, Mr A. L. Ellis, Mr Cook, Mrs G. L. Hill, Mr and Mrs Ulerrup, Mr and Mrs B. F. Weaver, Mr F. H. Thompson, Mr Chas. H. Lewitt, Mr and Mrs J. Waters, Mr O. Roquist, Mr L. Greer, Mrs Humphreys, Miss Humphreys, Mrs J. J. Shaw, Miss M. L. Stabolum, Mrs J. F. Desbien, Mrs H. E. Bolt, Mr B. E. Lear, Mr and Mrs Loney Lai, Rev. and Mrs Kruger and 3 children, and Mr F. A. Wetherell.

SHIPPING REPORTS.

The British steamer *Haimun* from Swatow reports: Moderate W'ly breeze, slight swell, cloudy, fine and clear.

STEAMERS PASSED SUEZ CANAL

July 23, *Benarty*, *Canton*, *Glenroy*, *Machaon*, *Myrmidon*, *Nubia*, *Peking*, *Iwonoro*, *Sithonia*, *Nellore*.

July 28, *Ville de la Ciotat*, *Wurtemberg*.

July 31, *Miyasaki Maru*, *Aenne Rickmers*, *Helgoland*.

July 31, *Deucalion*, *Keemun*.

ARRIVALS FROM CHINA.

July 31, *Achilles*, *Brasilia*, *Chalister Furst Buelow*, *Goeben*.

STEAMERS EXPECTED.

Mails.

The P. M. S. S. Co.'s s.s. *Mongolia* arrived at San Francisco on the 25th July.

The C. P. R. Co.'s R.M.S. *Empress of Russia* arrived at Vancouver between 2 and 4 p.m. on 30th July.

The C. P. R. Co.'s R.M.S. *Empress of India* arrived at Kobe at 7.30 a.m. on the 31st July, and left at noon on the 1st August, due to arrive at Shimidzu 8 a.m. on the 2nd August.

Other Vessels.

The s.s. *Kentucky* left Singapore on Tuesday, the 11th August, and is due here on Monday, the 17th August.

The Royal Line s.s. *Erroll* sailed from United Kingdom on 11th July, and is due to arrive here on or about the 23rd August.

The s.s. *Tanda* sailed from Calcutta on the 8th August, and may be expected here on or about the 24th Aug.

The Shire Line, Ltd.'s s.s. *Carnarvonshire* is to sail from Vancouver on the 29th July, due here on the 20th August.

SUPPLIED BY ALL CHEMISTS.

PHYSICIANS prescribe Chamberlain's Colic, Cholera and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains quicker than any preparation they can compound. It can be bought from any chemist. A bottle will keep for years, and no home is complete without it. For sale by all Chemists and Storekeepers.

EXCHANGE.

Hongkong, August 14, 1914.

On London—
Bank Wire ... 1/-10¼
" On demand ... 1/-10¼
" 30 days' sight ... 1/-10⅜
" 4 months' sight ... 1/-10½
Credits, 4 months' sight ... 1/-11
Documentary, 4 months' sight 1/-11⅛

On Paris—
On demand ... nom.
Credits, 4 months' sight ... —

On Berlin—
On demand ... nom.

On New York—
On demand ... 45¼
Credits, 60 days' sight ... —

On Bombay—
Wire ... —
On demand ... 139

On Calcutta—
Wire ... —
On demand ... 139

On Singapore—
On demand ... 79¼

On Manila—
On demand ... 91

On Shanghai—
On demand ... 75
30 days' sight (private paper) ... —

On Yokohama—
On demand ... 90⅞

Gold Leaf, 100 fine (per tael) ... $58.40
Sovereigns (Banks' Buying rate) $10.40 nom.
Silver (per oz.) ... 26⅜
Bar Silver in Hongkong ... 8 % prem.
Chinese Copper Cash ... par.
Chinese Copper Cents ... 3 % dis.
Rate of Native interest ... 6½ % p.a.
Chinese Sub. Coin ... 11 % dis.
Hongkong Sub. Coin ... 8 % dis.

VISITOR AT HOTELS.

HONGKONG HOTEL.

Mr E. S. Abraham, Mr C. M. Alport, Mr G. L. Anderson, Mr O. G. Anderson, Mr F. W. Aston, Mr E. R. Pate, Mr D. C. Beadel, Mrs E. R. Belilios, Mr C. D. J. Bell, Mr G. A. Bens, Mr & Mrs O. Bezold, Mr W. M. Black, Mr A. Block, Mr W. C. Bower, Mr H. Brekton, Mr J. H. Brister, Mr E. Le Carduner, Mr W. E. Clayton, Mr A. H. Cobb, Dr A. L. E. F. Coleman, Dr Cockinham, Mr S. G. Corey, Mr G. P. Curry, Mr J. F. Dallas, Mr J. W. O. Davidson, Mr and Mrs R. A. Doan, Mr D. S. S. Douglas, Mr F. F. Duckworth, Miss M. E. Duffy, Mr and Mrs C. H. Eager and maid, Mr and Mrs H. C. Ehrenfels, Mr W. Fehr, Mr M. Feindel, Miss W. de la Fontaine, Mr J. Gibb, Mr J. Gould, Mrs S. Grabowski, Mr P. O. de Grisogono, Mr P. H. Grooms, Mr & Mrs Haesloop, Mr F. E. L. Haesloop, Mr W. Haesloop, Mr J. Haesloop, Capt. T. P. Hall, Mr W. A. Hannibal, Mr L. V. Hargis, Mr G. Harper, Mr E. G. Helvering, Mr B. Henderson, Hon. Mr E. A. Hewett, C.M.G., Mr W. Th. E. von Horn, Mr A. J. Hughes, Mr K. Hugo, Mr L. D. Hutcheson, Mr M. T. Jones, Capt. W. E. Kent, Mr V. Kerney, Capt. & Mrs Kockx, Mr E. B. Lambert, Mrs W. H. Lambert, Mr and Mrs H. A. Lampman, Mr Lagndile, Mr A. Langston, Mr G. T. Lloyd, Mr F. Lobel, Mr F. Lym, Mr J. Macdonald, Dr O. Marriott, Mrs R. T. Matheson, Mr A. J. McIntosh, Mr & Mrs N. MacIntyre and child, Mr B. K. Mehta, Mr J. Merecki, Mr C. E. Meyer, Mr G. S. Middleton, Mr N. S. Milkowski, Mr W. J. Morrison, Dr and Mrs W. A. B. Moore, Miss M. E. Murcheson, Mr Musso, Mr Dias Newton, Mr W. Oudenhoven, Mr H. Handley Pegg, Mr S. Potten, Mr G. M. Powell, Mr A. B. Purvis, Mr E. H. Ray, Mr E. M. Raymond, Miss F. Reay, Mr Reinbach, Mr J. P. Rowell, Mr H. von Sacken, Mrs Seddon, Mr C. J. Serrujo, Mr L. A. Sims, Mr E. A. Sly, Mr J. Ross Smith, Mr K. Stanley Smith, Mr F. Smyth, Mr V. Sorby, Miss A. Square, Dr & Mrs Herbert To, Mr E. M. Tozer, Capt. H. A. Walker, Mr Ward, Mr E. I. T. Warren, Mr J. R. Watson, Mr F. A. Wetherell, Mr F. W. White, Mr & Mr F. Winkler, Mr G. G. Woods, Mr and Mrs J. F. Wright.

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WEATHER REPORT.

On the 14th at 5.55—Red drum hoisted.

At 11.35—Pressure has increased slightly over N.E. China and decreased considerably over the Formosa Channel and neighbouring districts. It has increased moderately over Luzon and decreased slightly over N. Annam and Tongking.

At 6 a.m. this morning the typhoon, which is now severe, was situated to the south of the Pescadores, moving N.W. or W.N.W. It will probably strike the coast near Amoy, but there is still a possiblity of its curving to westward.

No return from Japanese stations.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow:—

1.—Hongkong and Neighbourhood: N.W. to W. winds, moderate to strong; fair at first, afterwards rainy and squally.

2.—Formosa Channel: Cyclonic gales.

3.—South coast of China between Hongkong and Lamocks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: W. winds, freshening.

HONGKONG TIDES.

The tide-table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Charts which has been found to be a feet 3 inches below mean sea level.

To obtain the depth of water on the tide-gauge at the Victoria Naval Yard add 5 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

August 15th to 21st, 1914.

Day of Week.	Day.	High Water: Hongkong Mean Time.	High Water: Height.	Low Water: Hongkong Mean Time.	Low Water: Height.
		h. m.	feet	h. m.	f.
Sat.	15	m 2 47	5.6	m 11 45	2.8
		No inferior	high	nor low	water
Sun.	16	m 3 49	6.0	0 42 a	2.3
		No inferior	high	nor low	water
Mon.	17	m 4 56	6.3	1 26 a	1.8
		No inferior	high	nor low	water
Tues.	18	m 5 57	6.8	2 4 a	1.3
		9 50 a	3.9	11 51 a	2.9
Wed.	19	m 6 53	7.3		
		9 25 a	4.1	2 40 a	0.9
Thur.	20	m 7 44	7.7	m 0 56	2.6
		9 21 a	4.2	3 14 a	0.6
Fri.	21	m 8 33	8.0	m 1 57	2.2
		9 52 a	4.7	3 47 a	0.5

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